VOLUME IX NUMBER 1

January 18, 1972

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Cycle News WEST

★★★★★★★★★★★★★ **MOTORVOTER** (SEE PAGE 5) ★★★★★

Show reveals new scoots **CBS buys CW**

CRAM CRUNCHED ELSINORE OF THE EAST

Pike's Peak race **TUNING WITH E.C. BIRT**

☆MARTINO FIRST IN '72☆

SADDLEBACK SILENCERS **Calendar Thru March 19!!!**

J. N. INTERVIEW **Mfg. challenge falls flat**

NEW NATIONAL NUMBERS

AMA ASKS 2000 CLUBS TO HELP PICK ISDT SITE

The American Motorcycle Association has received the honor and heavy responsibility of hosting the "Olympics of motorcycling" in the United States in 1973. The decision to grant the 47th Intl. 6-Days Trial to the U.S. was made by the Sport Committee of the FIM at its 1971 fall congress in Geneva, Switzerland.

Of great importance to the success of the 1973 ISDT is the selection of a proper site in the United States. Primary considerations include a starting area near which at least 1000 European guests may be housed conveniently and inexpensively, the availability of at least three 200-mile loops through rough terrain, a strip of pavement for daily acceleration and noise tests, a one to three-mile motocross course located near the starting area, and a three to 10-mile paved roadrace circuit to be employed on the final day.

If these conditions may be satisfied, additional questions of land use and local public support must be considered.

Drawing upon its greatest natural resource, the American Motorcycle Association has sent a letter to each of its 2000 chartered clubs, asking for their cooperation and inviting them to make a proposal for local promotion of the trial.

Already sites in Ohio, Kentucky, Virginia, Texas, Oklahoma, Michigan, Massachusetts, Oregon, and Nevada are under consideration. The staff at the national office will be required to weigh the advantages and disadvantages in each proposed area, and the sole basis for a final decision will be the intention of choosing the best possible locale for the greatest international undertaking in American motorcycling history.

A location for the 1973 event will be announced early in 1972 as the FIM is requiring the AMA to organize a "test trial" during the coming year. This preliminary event will be observed by FIM officials and will be at the location of the 1973 ISDT' as stipulated by the FIM.

750 Formula for '72 AMA road race championships

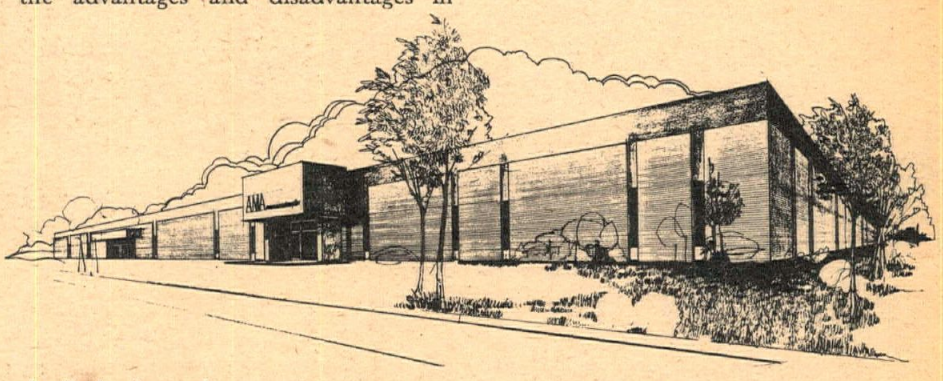
The seven national championship road races scheduled for 1972 will be run under the rules provided by the Federation of Internationale Motorcycliste Formula 750. These events will be sanctioned as FIM road races and will require FIM licenses for competition. Only the 750cc Expert class, in other words the national championship event, will require this license.

The FIM Formula 750 rules will be supplemented by the 1972 AMA RUle Book. The 1971 AMA COngress provided that rules in the AMA book coincide with the rules of Formula 750. The rules listed in the 1972 book concerning 750cc road racing that have been noted effective January 1, 1973, will now be in effect for the 1972 internationally sanctioned road races.

These rules include: (1) The method of primary drive and number of speeds will be as on the approved machine; and, (2) Cylinder bore subject to a permitted maximum oversize of one millimeter and subject also to a maximum capacity of the class. (Example 750cc including overbore).

These rules and the licensing requirement are only for the 750cc Expert National Championship events. Applications for international licenses may be obtained from the AMA office. This will not eliminate the requirement of a national championship license for United States riders.

AMA PICKS NEW PLACE



AMA TO MOVE TO NEW HOUSING IN 1972

As a result of the program of expansion and improved membership service initiated by AMA Executive Director Russ March late in 1970, the national office staff of the AMA has outgrown the present housing on North High Street in Worthington, Ohio.

In September 1970, the AMA was operated by five key staff members with the concentration in professional racing. Over the past year the establishment of new departments has more than tripled this number. Completely new areas have included and Amateur Activities Department, a Legislative Department, a Department of Insurance Administration, and the Youth Division. In addition, professional racing has been expanded, the News Department has been reorganized as a Public Relations Department and additional data processing equipment has been acquired.

Association growth on a national level requires additional expansion in the Amateur, Professional, Legislative, Data Processing and News Departments, but further changes have been halted by the limitations of present housing.

Consequently, the AMA will be leasing new housing for its national headquarters in 1972. The new building contains 30,000 square feet of floor space under one roof, and is located in Westerville, Ohio, not far from the present national offices. In June, the AMA will occupy 20,000 square feet of this structure with the option to acquire the additional third of the building for future expansion.

The area occupied immediately will contain sufficient facilities for the present staff as well as the urgent increases mentioned above. In addition, provisions are being made for an American Motorcycling Museum intended to be the foremost of its kind in the United States.

The new national office will be more conveniently located to both the Columbus airport and the interstate freeways. The new mailing address for the AMA is Box 141, Westerville, Ohio, 43081; the Youth Division is Box 146, and membership and liability insurance is Box 1.

The new AMA building will be ready for visitation in July, though the museum will naturally take longer to finish.

NEWSPAPER

the latest poop

By Papa Wealey

It's brand-switching time in the U.S. and many riders have taken up the charge, especially those professionals who lost all or part of their sponsorship from BSA/Triumph. DAVE ALDANA, although it's still isn't quite clear for the entire season, has inked his way into a pair of mounts for Houston's two Nationals at the end of the month. It's unofficial (but nobody has denied it either) but he appears to have a 250cc ride for the Short Track and a 350cc ride for the TT from Kawasaki and the aid of DALLAS BAKER. GARY SCOTT, too, has picked Kawasaki rides for the two Nationals, but it appears he's done so as a privateer.

Kawasaki seems to be going all-out to pick up riders. GARY NIXON, as we said he planned in December, has signed his contract with the Japanese firm to ride road races. He's not the only one; understand that Texan MIKE KIDD will be mounted on same with the blessings of the firm's new Dallas, Texas, facility.

TOM ROCKWOOD, who is out of the hospital and out of his body cast with plans at riding Daytona, hasn't given official word as yet as to his plans, but since a close relation still works at Triumph, it would seem Tom will remain on that brand as a privateer. Not so DON CASTRO, who has been unofficially signed up by a new sponsor into the field which should set the industry on its ear. We can't mention the sponsor yet because it isn't official, but look for a surprise.

EDDIE MULDER, seems to be sticking partially with his Triumph machines except, perhaps, for miles in which Norton moves into the picture but Mike Jackson won't confirm this. Making the complete switch to NorVil is TERRY DORSCH who says he's very happy with his new set-up and sponsorship.

The other two BSA ex-team riders, JIM RICE and DON EMDE, appear to be sticking with Birmingham. Rice, who's fairly well off to begin with, knows his BSAs pretty well and doesn't want to put in the great deal of time to educate himself with a different brand. But, Don, on the other hand, is still looking for another full-sponsorship ride but nothing yet and may be "stuck" with BSA if nothing comes up, says his father, FLOYD EMDE. He has a few avenues open still, so we should have something more definite next week.

Most of the other factory teams seem to be pulling together fine in preparation for Houston.

* * * * *

We heard a nasty, foul rumor over the holidays that SCOTT BRELSFORD had been dumped by Harley-Davidson for being caught with "pills". We don't know what kind of people start these back-stabbing type of rumors, but they can really hurt someone when untrue — as this one is totally. MARK BRELSFORD was so shocked when he heard about the rumor that he couldn't find anything immediate to say, "Absolutely untrue...I can't believe someone would say such a thing."

* * * * *

While on the subject of brand switching, this one should tantilize your thinker for awhile. It is reported by a very reliable source that MARK BLACKWELL paid a visit to Yamaha International in Southern California recently and left with a new Yammie in his van. Before you jump to any conclusions, Mark and BOB GROSSI will — if they haven't already — pick up the only two new five-speed 400cc Huskies being shipped to this country for motocross. Besides that, we've already received word that Mark has teamed up with MALCOLM SMITH for this year's Mint 400; both will mount a Husky. Since BRYAN KENNEY recently made the switch to Yamaha and teamed with GARY JONES to make it a Yamaha team heading for Europe under the emblem of the AMXT, you'd quickly guess that Mark wishes to join them on the trip. Don't forget, though, the Husky factory has all but confirmed that it intends to send Mark over for the entire World Championship Series for 1972. Ah, yes, so many things in the works...so what is Blackwell going to do? We say "stick with Husky", but who really knows? And if he does switch, who will take his place on that five-speed? JIM WEST? BILL CLEMENTS?

* * * * *

WERNER SCHUTZ is selling his 405 Maico in the Want Ads this issue. Makes you wonder what Cooper Motors has up their sleeve that could top THAT machine. Speaking of Schutz (and consequently the controversy he set off by riding as an American in the

(Please turn to page 27)

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — Motocross — all classes 8 a.m. practice — 10 a.m. start — $2.00 gate entry — $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

3rd SATURDAY & SUNDAY OF EVERY MONTH

European Scrambles, Ponderosa, Ave. J & 145th, East of Lancaster. Sign up 8:30, race at 10:00. Experts, Amateurs, Novices, Post $4.25. Information: (805) WH 2-9948. Sand Sailors M.C.

American Cycle Association presents

Jan. 16 — Carlsbad Road Race

Jan. 16 — Carlsbad Motocross

Jan. 23 — Saddleback Motocross

Motocross Info
Motocross Division:
(714) 982-7370

NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

MUNTZ CYCLE PARK

7 days
Bring-a-bike...rent-a-bike
Miles of trails-
-Silencers required

50¢ Gen. Adm. $2 bike. West on Ventura Frwy to Thousand Oaks, Right on Route 23 (No.) 5½ mi. to Tierra Rajada Rd, right.
(805) 529-2371 or (213) 987-3131

OSTEEN'S Bike Park POMONA

Open Weekdays 8 to 5
Weekends & Holidays
9 to 5

For info write: 610 Cherry St.
Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy at Dudley exit

SADDLEBACK park

Open 7 days 8-5 (714) 639-5832

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA 90801. CYCLE NEWS is not responsible for incorrect information.

FRIDAY, JANUARY 14

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

INDOOR SHORT TRACK, All American. Santa Clara Co Frgnds, Exposition Bldg, San Jose, Ca. Sign 4:30, race 7. 415/322-1514. $2.50 ride/watch.

SATURDAY, JANUARY 15

SRA EUROPEAN SCRAMBLES. Limed 7 mi N of Adelanto, Ca, on Hwy 395. Nov, beginners only. Pins, 20% brass. 9 am. 213/370-8234; 714/735-4641.

MRA/GARY BAILEY MOTOCROSS SCHOOL, Laguna Seca Cycle Ranch, Monterey, Ca. $15 tuition. Satisfaction guaranteed. 9 am to dusk. Box 1786, Los Gatos, CA 95030. 408/292-6116.

SAT. & SUN., JAN. 15 & 16

EUROPEAN SCRAMBLES, Sand Sailors. Ponderosa, Ave. J & 145th, E of Lancaster, Ca. All classes. Sign 8:30, race 10. $4.25. 805/942-9948.

SUNDAY, JANUARY 16

MX, Lompoc Slo-Pokes. Spillway Park, Santa Maria, Ca. Jct. 166 at B'way offramp. Signups close 8:30, race 9. $3.50 post, $1.50 gate. Camping. D-35 pts. Silencers. 805/736-6362, 735-1177.

ALL-JUNIOR MX, Muntz Cycle Park, Moorpark, Ca. $6 mail, $8 post, free gate. Contingencies. 2151 Royal Ave., Simi, CA 93065. 213/987-3131; 805/529-2371.

SRA MX, Campbell Ranch, Dixon, Ca. Limed from milk farm on I-80. $3 ride, $2 watch. Silencers. 10:30 am. 916/481-6560, 628-2809.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

ACA ROAD RACE, Carlsbad (Ca) Raceway. Pits open 8 am, race noon. $8 mail plus $1! per extra bike/class (1/14), $15 post. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3222.

TT SCRAMBLES, Lightweights. Perris, Ca. Ultra & LW sign 7:30, race 9. HW sign 10:30, race noon or so. D-37 pts. 714/987-4488.

MX, Bay Mare Race Track, Somis, Ca. Cash for Srs. 9:30 am. $5 mail, $7 post. Box 371, Somis, CA 93066. 805/529-1872.

TRIALS, SCTA. Rancho LEO, 13 mi. S of Helmet, Ca, on R-3. Sign 8-9:30. Kids ride 9 am. Spark arrester. Camping. 714/828-6705; 213/421-6749.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30, race 10. No card req'd. Minors: get permission. $2.50 entry. 714/246-6109.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gates 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

MX, Salinas Ramblers. Crazy Horse Cyn Club Grounds. Sign 7:30, race 9:30. $2.50 ride/watch. 408/422-9809, 424-9041.

SCRAMBLES, Oakdale. Pioneer Rodeo Grounds, between Oakdale and Escalon off Hwy 120. Limed from Oakdale. $2 ride/watch. Sign 8 am, race noon. Silencers. Knob OK.

MX, Feather River. Under E St Bridge, Marysville, Ca. Sign 6:30 am, race 10. $2 ride/watch, $2 signup. 3 plates. 916/742-8281.

MX, Bushmasters. Lamb's Cyn, Beaumont, Ca. Limed from I-10 & Beaumont Ave. Prac. 7, race 9:30. $4 entry, minis $3. 20% brass. Info: 714/849-4944. LoDRA pts.

ACE MX, Indian Dunes, Valencia, Ca. $500 purse. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rose, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

EUROPEAN SCRAMBLES, HDRA. 7 mi N of Adelanto, Ca, on Hwy 395. 40% brass. 9 am. $4. 714/247-7473.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail (1/11), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad, Ca. $5 mail (1/14), $10 post. Prac 8 am, race 9. 926 W. 7th St., Upland, CA 91786. 714/982-7370.

HARE SCRAMBLES, Pasadena. Marked from 4 Corners. $3.25 entry. D-37 pts. 10 am. start. Silencers. AMA card req'd, get it there for $7. 213/286-8642.

MRA MX, Laguna Seca Cycle Ranch, Monterey, Ca. Sand Track. $300 for Srs. $5 mail, $7 post. Prac 7, race 9. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Camping. Silencer.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

FRIDAY, JANUARY 21

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, JANUARY 22

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. Nevada state championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

MARATHON, Fremont Rcwy, Fremont, Ca. $5 pre-entry only. Limited. 415/322-1514.

SUNDAY, JANUARY 23

ACA MX, Saddleback Park, Ca. $5 mail (1/21), $10 post. Prac 8 am, race 9. 926 W. Upland, CA 91786. 714/982-7370.

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (1/18), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

TT ROUGH SCRAMBLES, Lightweights, Adelanto, Ca, 395 Cycle Park. Ultra & LW sign 7:30, race 9. HW sign 9:30 race 11. D-37 pts. 714/987-4488.

MRA MX, Laguna Seca Cycle Ranch, Monterey, Ca. 9 am. First of 6-race Gold Cup series. $5 mail, $7 post. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Silencers. Camping.

ALL-JUNIOR MX, Bay Mare Race Track, Somis, Ca. 50% brass. 9:30 am. $5 mail, $7 post. Box 371, Somis, CA 93066. 805/529-1872.

CHANGES ADDENDA ET ALII

SILENCERS are definitely in fashion for 1972. You can bet your brake cable that most events on this page require them although the fact may not be mentioned. When in doubt, muffle up.

Enduros and other events usually mention something about "SASE" in regards to mail entries. That means "stamped, self-addressed envelope." You should always send legal-size ones, too.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Rcwy, near Lafayette, Colo.

CMC CENTRAL MX, Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Prac 8 am, $5 entry. $$$ to Srs. 209/734-2698.

EUROPEAN SCRAMBLES, NRVRA. Novices, Mini-cycles, minibikes, ATVs. 9 am. Limed from Hwy 395 & Shadow Mtn Rd, approx 11 mi N of Adelanto, Ca. $7 post. Box 2241, Cypress, CA 90630. 714/828-3790.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. All classes. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

SWAP MEET, Rose Bowl, Pasadena, Ca. 9 am-3 pm. Rain or shine. Info: Box 400, Maywood, CA 90270. 213/588-7310.

HARE SCRAMBLES, OCMC. Little Bear Run. Limed N on old Barstow Rd out of Lucerne. Trails go all the way. $3.25. Sign 2 pm Sat, 6:30 Sun. D-37 pts.

ELECTION OF DISTRICT 36 OFFICIALS, Saranap Inn, 1300 Boulevard Way, Walnut Creek, Ca. Remember, boys 'n' girls, it's not a popularity contest.

FRIDAY, JANUARY 28

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda, Sign by 6:30, race 7:30. $5 post.

INDOOR SHORT TRACK, All American. Santa Clara Co Frgnds, Exposition Bldg, San Jose, Ca. Sign 4:30, race 7. $2.50 ride/watch. 415/322-1514.

SATURDAY, JANUARY 29

CALIFORNIA 400 OFF-ROADIE, ARVRA. Barstow, Ca. Masters class: 50% purse, $250 entry. Get an ARVRA card for $2. Drawing 12/15. Box 125, Apple Valley, CA 92307. 714/247-7473, 247-2363.

SUNDAY, JANUARY 30

CMC CENTRAL MX, Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Prac 8 am. $5 entry. $$$ to Srs. 209/734-2698.

CMC MX, Carlsbad (Ca) Rcwy. Jrs: $5 mail (1/25), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

SCRAMBLES, Stockton. Lodi Cycle Bowl, Lodi, Ca. Sign 8:30, race 12. $2.50 ride/watch. 209/368-7182.

ACE MX, Indian Dunes, Valencia, Ca. All classes plus special Team Race. $500 purse. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

(Please turn to page 30)

PACIFIC LIBRARY BINDING COMPANY, SOUTH GATE

Rumor in the desert says super-fast J.N. Roberts was born riding a factory-sponsored Husqvarna, and Cycle News, always interested in miraculous happenings, sent me out to get the straight scoop.

The sign on the gate of the foothills home said, "Beware of Dog," and a large Doberman lay on the lawn. I hesitated for a moment, but J.N. was working on his bike in the driveway and he waved for me to come on in.

"Do you mind if I work while we talk?" he asked. J.N. was replacing the gas tank that had split just before the start of Check Chase.

"It all started with the Marine Corps," J.N. remembered. "I spent 48 months thrashing around on foot in this stuff." He indicated the brush covered foothills across the road. "And carrying a rifle and pack besides. I made up my mind that when I got out of the Marines I was going to buy me a motorcycle and ride over that stuff, and that's what I did."

The first motorcycle was a used 250 Honda which he started racing in 1965. It took a year to make Expert on the Honda (does that make some of you Novices feel better?) and when he bored the bike out to 350 cubic centimeters he suddenly found himself back on the line as a Novice. But eight months later J.N. was once again an Expert, this time in the Heavyweight division.

By then J.N. was riding pretty well. He felt ready for a more competitive bike and bought his first Husky. "I didn't quite have the bike figured out when I raced it for the first time," J.N. recalls, "and I only finished seventh overall."

J.N. keeps in shape by riding about four days a week, either on his motorcycle or on one of the horses he keeps in the stables behind the house. "I'm luckier than most guys," he commented. "I don't even have to load my bike in the truck; I just push it across the road and I have all the open country I need to practice in."

As for food and drink: "I sorta' watch what I do. I whoop it up occasionally, but not on Saturday night. I try to watch my diet close enough so I can have a beer once in a while without ruining myself."

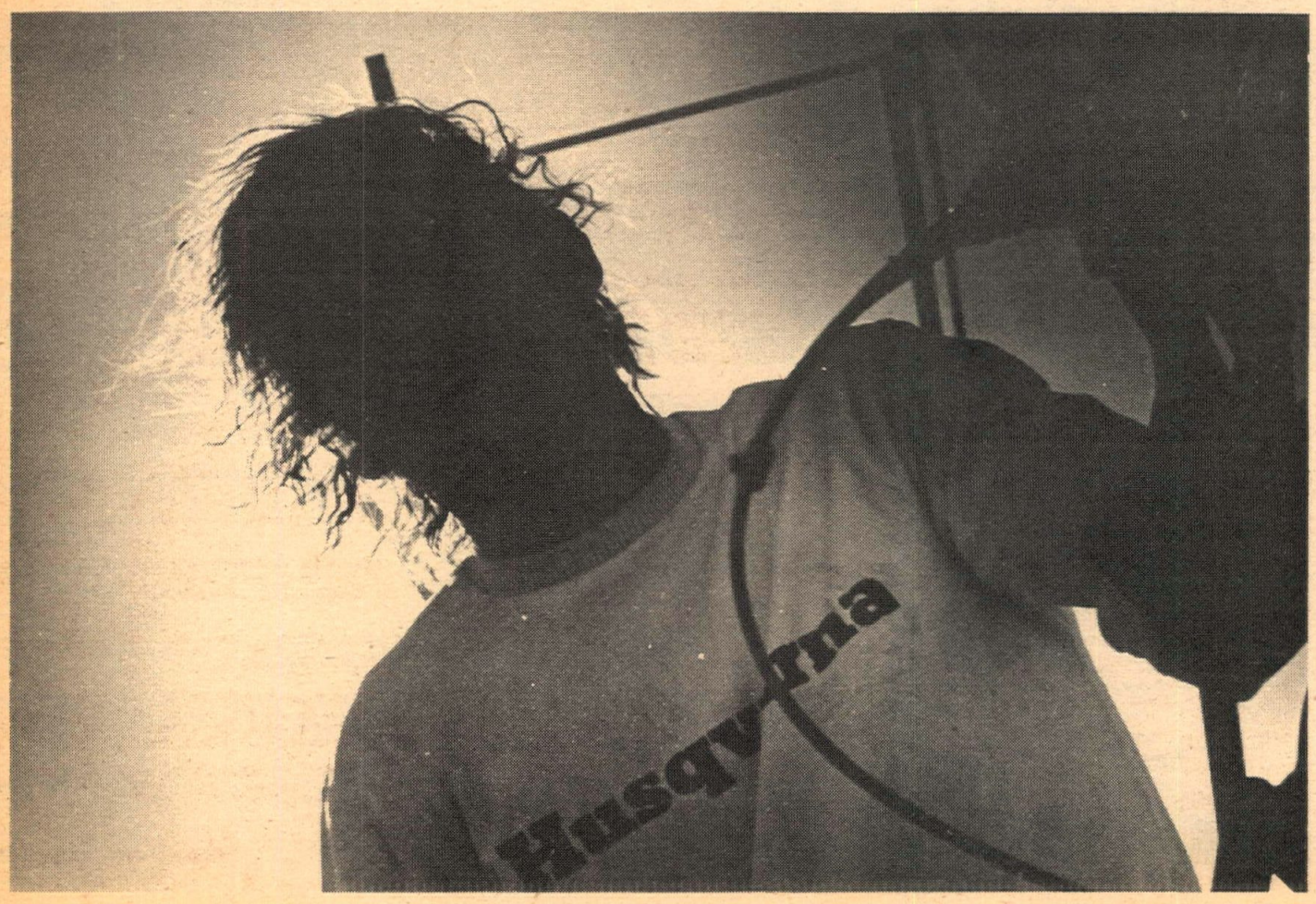
On sheer horsepower: "Well, if you have the horsepower, you have to be able to hang onto the bike in order to use it. But that all comes with practice. In a Hare and Hound or a cross country race, you have to look way ahead and be able to read the desert so you will know if you are riding into a gully or a rock pile. All it takes is a good pair of eyes and lots of practice."

Tracy of Burbank keeps J.N.'s Husky in top condition, but he still carries bailing wire, spare plugs and a few tools for emergency repairs.

His excellent physical condition is important not only to his racing, but is vital to his profession. J.N. is a motion-picture stuntman, and, as with his racing, he is dedicated and talented. Enough so that he is a member of Stunts Unlimited, an organization of about 20 of the very best stuntmen in the country. In addition to doing stunts involving motorcycles, J.N. appears in many movies as a cowboy or Indian. Recently he has appeared in the movie, "Sometimes a Great Notion," several television commercials, episodes of "Mod Squad" and "Mannix" and in several movies of the week. A new motion picture, "On the Line," a movie about desert racers and how the sport affects their lives, features J.N., wife Dian, son Rafe and most of District 37's racers. "On the Line" promises to be well worth seeing.

good eyes, lots of practice, and lots of luck

By Alice Rhea



Although his profession is a natural parallel to motorcycle racing, both being brutally demanding, in past years J.N. has spent so much time on location making movies that he hasn't been able to attend enough races to win the number one plate.

In his seven years of racing J.N. has won all the 'biggies'. Utah's Cherry Creek, the Mint 400 twice, Baja 500 once, Baja 1000 twice (once on a 250 Husky) and the Barstow-to-Vegas so many times that they ought to name it after him. He did not win the B-V the first year it was run...He was in New Zealand and Australia racing Mmotocross before it became popular here.

I had heard several people accuse J.N. of cutting course, so I asked someone who should know what goes on out there in the boonies where nobody else can see. Rich Thorwaldson had this to say: "He is good at what he does. What more can you say? As for course-cutting, that's a bunch of bull! J.N. is too fast to need to do that. When you are up front there is no dust trail to see in the distance...you have to stay on the trail or you get lost."

Earlier this year J.N. was invited to the Isle of Man for his first try at the International Six Day Trials. A casual dresser, J.N. is fond of well worn jeans and shirts, and although he knew he would have to dress up a little for a foreign country, he wasn't prepared for the rigid rules of dress on the Isle of Man. "I went to three restaurants trying to get breakfast that first day," J.N. said. "I finally had to go back to the hotel and borrow a tie so I could eat!"

Some experts were skeptical of J.N.'s chances at the trials since he is essentially a desert rider, but those who chose the team members had the good sense to rely on his familiarity with the motorcycle and his natural talent. Although the press has applauded him for adapting so quickly to the unfamiliar terrain, J.N. is not too happy with himself for winning "only a silver medal." In six days of riding, J.N. was late for only once check. On the second day he ran out of gas near the finish line on a paved road. The big carb on the Husky just ate too much gas. He also quickly adapted to riding in traffic, a thing he never does, and on the wrong side of the road at that! In spite of the problems in dress and terrain, J.N. is already talking about "next year..."

Back in the desert, J.N. joined in the hotly contested battle for Number One. J.N. and Rich Thorwaldson were both riding brilliantly and giving the fans plenty of material for speculation. At one time Rich was about 300 points ahead of J.N. Then, ten days before the all-important Barstow-to-Vegas race, a stunt went awry and J.N. was left with 26 stitiches holding his head together, both eyes swollen shut and one hell of a headache. With the number one plate at stake, J.N. expressed his fears that he would not be able to ride the following weekend. Missing this race could cost him the coveted Number One position, he said, "And I been tryin' a lotta' years."

Gritting his teeth against the jolts, J.N. came out on Friday and tried to loosen up for THE RACE. On race day, Rich roared off the starting line well ahead of J.N. and stayed there for a long time. In the heat of the pursuit, J.N. forgot about his throbbing head, stood on the pegs and gave the Husky full throttle...Then bad luck clobbered Rich with a flat tire which caused him to run out of gas miles from the pits. Not knowing who might be right behind him, J.N. kept the throttle wide open and wowed the spectators by finishing twenty minutes ahead of George Walker, who finished second.

But lady luck just couldn't make up her mind. At the Prospectors' race a couple of weeks later she turned her back on J.N. He got off, lost a footpeg and the race. But I wonder how many other racers would have finished that last quarter of the race on one peg?

Sandblasters held the final race of the season. Rich was not the short end this time. His bike threw him, bent a footpeg, bloodied his nose and gouged him in the ribs. Rich finished second to J.N.'s first. Even then, with the last race run, nobody knew for sure who had the number one plate.

J.N. has attained the ultimate. After seven years of desert racing, he is Number One!

Asked what it takes to win at desert racing, J.N. comments: "Luck, a lotta luck."

Cycle News

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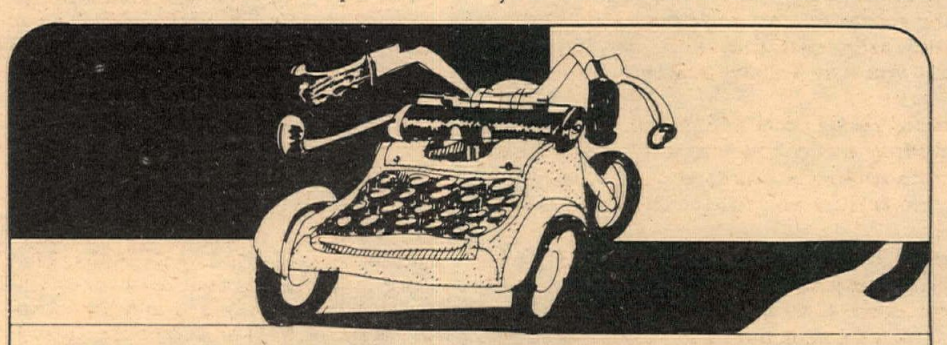


VOICES OF THE WEST

CHOP-CHOP

I read with alarm the article on the unusual chopper in issue No. 50. Is this an indication of things to come in Cycle News? I, for one, certainly hope not. I hate choppers and think a lot of other people do, too. Please do not feature chopper junk in your paper as I have just received a gift subscription and don't want to face the dismal future of the articles on these dangerous, stupid machines.

LARRY THEOBALD
Torrance, Calif.

DEATH TO THE POPPIES

How many of you have noticed the beautiful hillside full of poppies each spring right near the Pearblossom turnoff? You don't have to be a flower freak to appreciate something as neat as this. As we headed home one afternoon, we saw three riders with District 37 number plates and a dune buggy turning this hill into a gigantic mudhole. Over an acre of ground was completely destroyed. The spring rains will finish off anything the clowns missed that day.

Suppose I wasn't a bike rider, and instead was just Joe Average out for a weekend with his family. No wonder we're running out of places to ride in. Time is running out for all of us, but yet the duds in the group still continue doing their thing!

JIM DAVIS
Burbank, Calif.

TAKE ME FOR A RIDE

I thought you might be able to help me as I have a problem. It seems that I have no way to reach motocross races each Sunday. I truly love racing but have found it rather restricting having no transportation to the meetings.

The location in which I live also poses another problem, since it is out of the way. I live in Trabuco Canyon, near Escape Country. I have both ACA and CMC licenses and would appreciate any help you could give me.

JUD OSHIER
Box 261
Trabuco Canyon, CA 92678
(714) 586-7951

TO THE 395 TEAM

We would like to take this opportunity to personally and publicly thank each rider for his contribution to the 395 Racing Team...and what a team it was!!!

Hope and I are real proud of the team that represented 395; and even though we did win against the Perris team, it is more than victory that makes us proud.

Even if we had lost...it would have made no difference to us...the team spirit, their devotion to 395, and their unparalleled sportsmanship makes us humbly proud that this type of racers have chosen to ride with H.R.A....the Home of Champions like Jeff Cesmat, Bob Sanders, Don Emmons, Dennis Briggs, Brian McMillan, Tim McCool and Mike Laney.

DONALD ENGLAND
395 Cycle Park

JOEL DEFENDER

I'm writing this letter in dispute of the letter referring to the Joel Robert MX school at Saddleback Park on Dec. 3rd and 4th. First of all, nowhere did I hear or see any indication that the lessons were to be given "free". In previous years the lessons always cost in the neighborhood of $20, and I feel this price is quite reasonable considering the quality of the teacher. I feel it's a privilege well worth paying for, to be able to learn from the World Champion.

JUD OSHIER
Trahuco Canyon, Calif.

SPEAKS FOR ITSELF

In a collision at the S.R.A. scrambles (Dec. 19, Adelanto) my bike was left as I started to walk back to the start-finish line nursing a fractured rib. Another bike rider gave me a ride in while others, all strangers, brought back my bike and muffler.

Their aid and the aid of friends who loaded my equipment and took my family home was greatly appreciated. The honesty and genuine concern of these riders speaks for itself.

H.S.
Monrovia, Calif.

DON'T CRY

(Dec. 14th) In regards to your letter on page 2, column 4 about Werner Schutz. You know this complaining really surprises me. I wonder how many of those riders would have complained if he had not won and finished 15th or farther back. I'm sure you wouldn't have heard a peep out of them.

Warner Schutz is a foreigner from Germany? He has chosen to live in the United State of his own free will and the complaining riders are sure showing him a poor side of what American bike riders are all about. You know this is no way to treat a newcomer to our land of freedom. My husband rides for the enjoyment and usually finishes in the middle of his class and I have yet to hear him complain about the number one rider in the race.

Now let's show a little kindness, put our best foot forward and if you have a gripe put it through the right channels; if it's founded it will be taken care of. If not, quit your complaining, remember we're representing American bikers not American bitchers.

JEANETTE BYRNE
GORDON BYRNE

NORCAL SAFETY

Here in Northern California, since we only have a small section by one of your better writers, Bill Spencer, we don't correspond too much in the "Voices of the West". But an overwhelming urge to point out one of the finest "Rescue" teams in Calif. brought me to write about Area Ambulance.

Owned by Bill and Grace Mills, Area Ambulance charges bare minimum to serve at an event and at the Cowbell Enduro they spent two days with a first aid tent and rescue party just for the fun of being part of it.

When I broke my leg in September, Ron Beardsley, normally working with Area, was a spectator that night and left his family to drive me in my truck to the hospital.

Almost always a rider never even knows the ambulance staff is around until he is hurt. Most of the riders in the San Jose area know the Area Ambulance staff because they among the riders and are real people. My helmet goes off to this fine group of professional friends.

BILL LANDSBOROUGH, No. 17
San Jose, Calif.

THE FINAL REBUTTAL?

To dear Miss Mary Ann Curry of the Desert Turtles: You state I didn't have my facts straight. Well, let me try and set them straight, minus the apology.

No, I'm not a Sunday joy rider. I race and I'm a member of a well established desert club.

I was *complimenting* your club on how little trash was left. I did make a mistake, however; your club did use orange ribbon. And would you believe, Miss Curry, two weeks after I wrote that letter there was sure a lot of it left out there? About 75%. Possibly your club thinks taking down all the ribbon from a race means only a three-mile radius from the pit area and around the main roads.

I did ride your race; there wasn't another race that weekend or I probably would have been there. Funny, that was two raceless weekends in a row and your course looked the same as it did four weekends after your race. Those surveying stakes? They did belong to Edison, not your club, unless your club surveys Edison's pole lines. You should have noted that I didn't accuse your club of removing them, I simply stated that if it was, you might be more careful next time.

I am not trying to pick on your club or downgrade it. It's just that I live a few miles from where you held your race and I ride there on occasion. I just do not think that it should take six weeks or more for your club or any other club (mine included) to remove all traces of their race.

If I upset you or your club, well that's the way it goes. But just think, if more people wrote letters, maybe more of the clubs that deserved them would get off their duffs and get out there before the BLM does. And they do go out there.

MICHAEL A. VAN ZANDA
Apple Valley, Calif.

WANT A CLUB?

My parents, brothers and myself are interested in joining a club. Would you please send us a list of clubs in the Los Angeles area.

THE PEARSONS
Hacienda Heights, Calif.

We will be publishing our updated/complete Club Guide in a few weeks. After that, watch for new additions and corrections in the following weeks...Ed.

TWO QUESTIONS

I saw the name "Doug Jones" mentioned in regard to the lightweight triple clamps on the 250cc prototype Yamaha. Where is he located and does he market the clamps for other makes?

What is the mailing address of Tab-Lock, the sprocket people?

JOHN F. WOODS
San Diego, Calif.

We assume you are referring to Don Jones, daddy of dynamic DeWayne and Gary. Their address is 1211 Kwif, Hacienda Heights, CA 91745. The clamps are available primarily for Yamahas but check with them to see if they can fix you up.

Tab-Loc, makers of all sorts of fineries including cast magnesium wheels, is at Box 220, Baldwin Park, CA 91706...Ed.

C.E.R.A. MEMBERS:

All members of the California Enduro Riders Assoc. will be receiving a questionnaire on enduros. This questionnaire is designed to improve enduros in Calif. by giving all riders a chance to voice their opinions or gripes in a way that will count and hopefully affect some favorable changes.

This questionnaire (or opinion poll, if you prefer) covers all aspects of enduors. The information derived from this poll will be available to clubs requesting it.

Anyone who is not an Association member but wishes to voice his opinion can obtain a questionnaire by writing C.E.R.A., P.O. Box 2102, Cypress, CA 90630.

ED WIGHT
Coordinator
C.E.R.A.

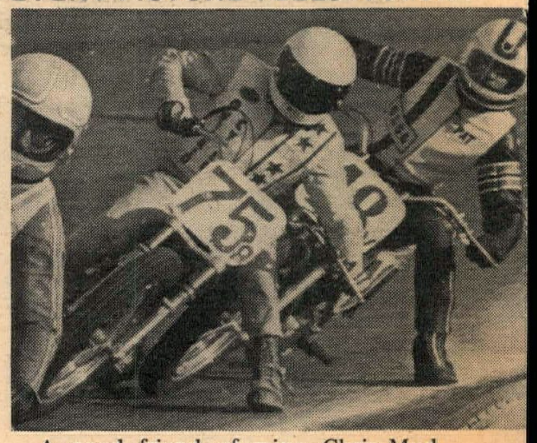
WRONG MEMPHIS

In your schedule of National Championship Enduros for 1972, the location of the Cotton Boll National is given as Memphis, Tennessee. We should like to correct this, as the actual location is Memphis, Texas.

The Track and Trail Sport Riders of Amarillo, Texas, are proud that our annual Cotton Boll Enduro received a National Championship sanction this year.

PAT HENRY
Pres.
T&TSRA

EVERY PICTURE TELLS A STORY



A good friend of mine, Chris Mud, recently wrote a letter to Cycle News defending the Daytime Ascot story written by another good friend (and C-N's Assistant Editor) Dave Swift. Chris agreed with Dave that Novice number 75r, Tom Horton, fell without the help of Pat McCaul, number 48y. Well Chris, thanks for the blessing, from me, my Nikkormat, and my seeing eye dog. One picture is worth ten thousand words. Nuff said?

DAN MAHONY
Van Nuys, Calif.

DO YOU REALLY BELIEVE THIS?

Two weeks ago I watched the Sandblasters H/S outside Ridgecrest, Calif. J.N. and Thorwaldson had a good lead on everyone, with J.N. slightly in the lead. The race finished in that order (J.N. about 10 or 20 sec. ahead of Thorwaldson). A day later I heard from two Sandblasters the following: About five miles from the finish was a soft up-hill. On the second loop J.N. and Thorwaldson were running close and made the turn to the hill. There was a Novice trying to push his bike up and was really having a tough time. They laid their bikes down, ran up the hill, pushed the Novice over the top, ran back down and resumed their race. I checked this out with a friend of the boy who was pushed up and it sure enough happened.

Man, that shows *real* class. Those two really are No. 1 and 2, and not just in racing.

DICK HUGHES
No. 286 (Am)
Ridgecrest, Calif.

Writin' around

MOTOR VOTERS; US-ISDT CONTROVERSY

By Charles Clayton

Now that most of us have survived another calendar I think it's altogether fitting and proper that we take a look at what's ahead.

"Motor voter" is the name suggested for the new politics of 1972. Russ Sanford, the California lobbyist, says votepower is the fastest way of unlocking the fences we are facing. Now with the 18-year-olds voting, there are at least 1½ million motorcycle likers capable of casting a ballot this year. We'll be taking a look at the issues as it affects us as motorcycle riders, through Russ's "MORE from the Capitol" messages. Meanwhile, go downtown, find a registrar, and make sure you are registered to vote. If you moved to a different county or failed to vote in the last election, you have to re-register. The deadline for voter registration is very soon. If you aren't registered, you can't vote. And then you'd miss much of the fun that's coming.

"Trail Riding" is coming into the picture in a big way through this year and 1973, when the AMA will host the Olympics of Motorcycling, the International 6-Days Trial. "Trailing" is a nice, happy medium kind of riding between English tirals, on the one end and motocross on the other. Look for a controversy over the AMA's designated site for the US-ISDT, with AMA and TVA favoring Tennessee's untoured Land Between the Lakes, while everybody else roots for Las Vegas. The Vegas plan would give our guys an advantage, since the rest of the world probably doesn't ride desert as well as we do. Crucial to the success of America's first 6-Days will be the amount and quality of support that the AMA can line up for the event. Nothing less than the full cooperation of the U.S. Government will do. (This may become a campaign issue, so again I urge you, register to vote.)

"More ground" is the better half of the slogan that guided 1971 motorcycling and that will be coming true in a very big way this year. Last year saw thousands of acres of riding reserve re-opened as a result of the successful anti-noise campaign. But the real payoff comes with the beginning of off-road registration. This year, beginning June 1, to ride any public land in California you have to have a license for the dirt bike.

A license good for two years of unrestricted riding costs $15 per bike (figure five days at the park) and it's not legal for anything but off the road. Bikes with road licenses will be okay off the road, too, thanks to Russ Sanford, who shepherded the legislation through. A California license plate entitles you to ride anywhere except private property.

Most of the off-road license fee will be handed to the California State Park & Recreation Dept. with the stipulation (written into law) that the money be spent solely on motorcycle recreation. Our only control, as motorcyclists, of how the money is spent on our behalf is through our state ballot box. The Parks Director is appointed by the Governor, and so far, Mr. Reagan can count on this motorcyclist's vote, even if he does pay less taxes than me.

That's only three of the things to look forward to in this new year. Amazing, isn't it, how they all tie together? Voter registration and motor registration, motor trails and trail riding, the ISDT in '73. Next week this column will lay a couple more heavies out for you to contemplate.

scramblin' around

By Maureen Lee

The new racing season is upon us. Hope you got some goodies or money to buy some anyway, and maybe made some New Year's resolutions. I always make some but like all resolutions never manage to keep them. One thing Santa did bring me that caused great joy was something a lot of us riding gals have needed for a long time. A pair of boots to fit our small feet. 'Til now we either had to wear little boys boots with no high leg protection or if we had big feet and could manage a pair of men's boots it was with the aid of three pairs of socks and still way too much wiggle room for safety. Full Bore who just has to make the sexiest looking riding boots in town has a range of sizes now that fit us perfectly if you wear a ladies 6 or 6½ shoe, come with either motocross or lugged sole and the same quality as the mens. Needless to say if you're a growing rider you need them too and if you grow out of them you can always sell them to another tiddler coming up in the ranks and the leg you save may be your own. So, now my feet look like Dick Mann's and Dave Aldana's, only trouble is, I tend to do things like Dave is famous for and I don't mean going fast!

As usual towards the end of the year there was the in-fighting that occurs over a number one plate. It always tickles me a bit and usually the trouble gets stirred up by friends or family of the riders not the riders themselves. Heaven protect us all from fathers of racers at times. One steward I know when confronted by an irate pa always says "Look, you're not racing, let the kids get out there and ride without your interference." This year, one gentlman who shall remain nameless was making comments that his buddy was being beaten because the other rider had a prototype that couldn't be purchased and wasn't approved by the AMA. They were going to protest. Wish they had because the other kid would have loved the money...he knew that it's right in the rule book that scrambles machines don't have to be approved by the AMA. You can run anything you please, and what makes this a bit funnier was that his scooter wasn't a prototype, but just a plain old stock model breathed on a bit but ridden by a true little champion.

One observation we made to ourselves last year. Did you notice how the crowds grew and grew at motocrosses? Well, the big names have been with us for a few years but big names alone weren't bringing out the really big hordes, it was the knowledge this year the boys weren't playing. They were all riding for a purse. The spectators sensing a real shooting match, turned out to watch the action, not the Europeans just playing around. The term "shooting match" comes from pro wrestling and is what the wrestlers do when there aren't any spectators or there's a bit of a grudge going. Most of the time it's done in the gym and would scare Dick Lane to death, information on this comes from my dear hubby who used to go to the Y and "shoot" with 'em.

For those of you who caught the CBS "Cannon" show last week, wasn't it a stinker? If you didn't, here it is briefly and a beautiful knife job for us dirt riders. Action starts with motorcycle cop rushing to aid of fallen buddy and without determining if anything is busted, drags him to sitting position to ascertain if he's hurt and who did it. Set the scene? We were then treated to scene of Indian Dunes and dirt riders who, to loosely quote one of the characters, "Most of them hold jobs and do this for fun, but a lot of them are just bums. But one thing, they all belong to the sickle (sic) clan and will protect each other." Bananas! We even got one dirt rider who produced the good old chain and put it around his neck, it was obvious the writer (if there was one) had seen too many re-runs of The Wild One not to mention the speech cadences used by some of the (excuse the expression) actors. But then one mustn't expect too much from a show who the main character is so damn out of shape he couldn't possibly perform his duties as a private cop in real life even if he is a capable actor, but as usual the bikers get a smack in the chops again. Somewhere there must be a producer who would permit a script to be written and then filmed telling it like it is. Shucks, and one of my resolutions was not to drag the soap box out too early this year. For two cents I'd chuck it at CBS, who just bought Cycle World, by the way.

m.o.r.e. from the capitol

By Russ Sanford

Ted Evans called it a "corporate progress report". Webco prexy Heininger called it a "membership roundup". Wes Perry, CMIC's executive director, endearingly referred to it as "the carpetbaggers". PR man Harry Whalen referred to it as "the troupe", or was that "the troops"? I called it a "road show".

But, California's motorcycle dealers called it "fantastic", "superb", "true professionalism", and a host of other superlatives. And, if you were lucky enough to be one of those dealers that attended the "road show", you know exactly what I mean.

I'm referring, of course, to the two-week, statewide tour just completed by the CMIC staff which was ably assisted by the ten CMIC directors along the way.

Tom Heininger, who is also the national MIC's membership honcho, donated two weeks of his time and a WEBCO van to transport the 'team' to San Francisco, Sacramento, Fresno, Bakersfield, San Diego, Santa Monica, Los Angeles, Corona, Santa Barbara, and a bunch of waystops. The van wasn't a Greyhound, but it did stop at nearly every fencepost along the way. Especially if that fencepost was anywhere near a dealer's place of business.

As many of you already know, the CMIC has retained me to represent their legislative interests in Sacramento. It was with a great deal of pleasure, that I accepted CMIC prexy Evans' invitation to travel with, and participate in, the "road show".

I won't attempt to describe the presentation, except to state that it truly was a professional report to the CMIC members. A report of the tremendous progress which the CMIC has made in just six short months. Take my word for it, you can look forward to outstanding results from this team. For one, I am truly proud to become a member of that team, as must all of the motorcycle dealers who have joined in the support of CMIC team efforts.

Following each presentation, the meetings were thrown open to a coffee-social and a question-and-answer period with individual team members. At each of those sessions, at least one person asked me, "If you are now working for the CMIC, what's going to happen to MORE?"

Although the question surprised me initially, it occurs to me now that there are probably other members of MORE who are wondering the same thing. And that compels me to devote this column to an explanation.

Perhaps one of MORE's biggest shortcomings in that we've never used a 'hard-sell' to gain members, even though members have been our 'most important ingredient'. We have always taken the attitude that a job needs to be done, we are going to do that job, and we are certainly appreciative of those persons who wish to help us with financial support through membership.

With our nearly 12,000 members in California, we have become one of the largest motorcycle organizations, anywhere. But, with nearly two million motorcyclists in California, MORE *should be* many times larger than it is. The Sierra Club, for example, boasts 110,000 members. It would appear that the adverse pressure groups are more interested in chasing motorcyclists off the public lands than we are in preserving such use.

Just like in any other business, it costs a certain number of dollars 'to open the MORE doors for business each day'. Although we don't pay salaries, wages, commissions, etc., there are still fixed expenses for printing, postage, telephone service, decals, membership cards, and numerous other costs.

At present, our 12,500 members who contribute a dollar per year for membership, are helping us to *almost* meet those fixed expenses. However, with 25,000 members, we could possibly clear enough over the fixed expenses to pay wages to a full-time secretary (we now have a full-time secretary, but her only pay is that I let her cook my meals and raise my children, *when her MORE work is caught up).*

One of these days MORE will have a membership of 50 to 100 thousand members and should then be in a position to pay me some sort of a wage or salary for my services. But, until that time my services will continue to be donated.

Until February of 1970, I worked at a full-time job and 'operated' MORE in my spare time. Because my regular job was on night shift, I was able to devote my days to the job which needed to be done at the State Capitol. Then in the fall of 1970, I was reassigned to day shift and the first problem began to arise.

Then, early in 1971, as the new legislative session commenced, it became quite obvious from the multitude of adverse motorcycle legislation being introduced, that defending the sport of motorcycling was going to be a full-time, 24-hour-per-day, 7-day-per-week job. With tremendous misgivings, I quit my regular job with absolutely no idea of where my future livelihood would be coming from. Four days later, the national MIC (God bless 'em) retained me as a consultant to their Land Use Committee. Although my major role was to meet with land-use agencies in an effort to keep public lands open to motorcycling, there was still an opportunity to continue my related legislative pursuits in Sacramento.

There were some false rumors at that time that MORE was 'folding' and that I was 'going to work for the MIC'. Nothing could have been further from the truth. I looked upon this arrangement as an opportunity to assist the MIC and simultaneously put a 'few beans on the table'. At the same time, our full-time involvement at the State Capitol was earning us the respect and understanding of many of our legislators.

My six-month tenure with the MIC ended in early September and for two long months, I had no income at all. We couldn't truthfully say that we were 'unemployed' because we were probably busier with bad motorcycle legislation than we had ever been in our lives.

And then, near the end of October, when it looked as though we couldn't stall the house-payments any longer, and that I might have to go to work, the nearly-formed CMIC retained me to represent their interests in Sacramento. I shudder to think of what might have happened to MORE and motorcycling in general, if the CMIC hadn't come to the rescue when it did.

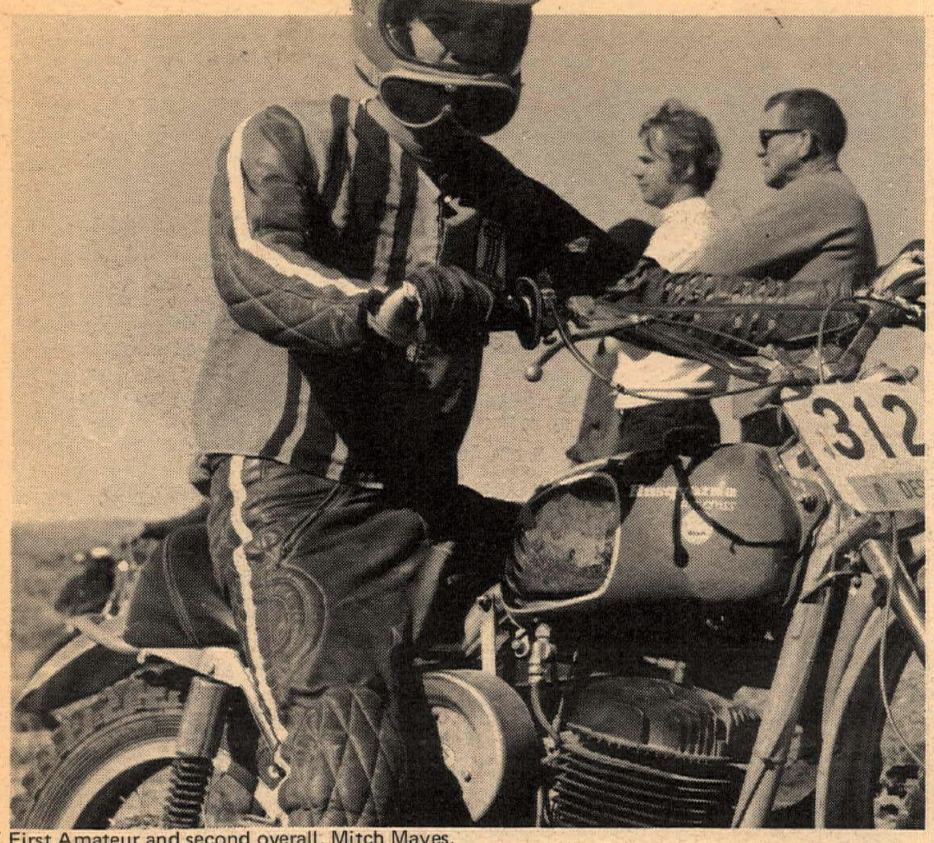
Several people have asked me if it is possible for one person to represent the riders, the dealers, and the indsutry alike? I have yet to find a situation wherein there has been any conflict of represented interest. If something is good for the riders, it can only help the dealers and the industry!

As a motorcycle lobby, our success has been mostly attributable to the communication network which we have developed. Our members throughout the state keep me advised of their opinions on both legislative matters and the situations occurring in their own local areas. In exchange I represent their interests and opinions before the legislature and keep the MORE members informed of the legislative happenings in Sacramento and elsewhere. Through MORE, we have a rider-oriented communication network.

The CMIC provides a communication network for the motorcycle dealers and the MIC provides an industry-oriented communication network for its members. Likewise, the AMA and other competition-oriented organizations have

(Please turn to page 27)

Martino Smokes in Smokeless Hare Scrambles



First Amateur and second overall, Mitch Mayes.

Whitey Martino, early in the race.

By Dick Wright

LUCERNE, CAL., Jan. 9, 1972 – The Vikings M.C. held the first Hare Scrambles of the year and there were a lot of riders here who wanted to get started off right. Whitey Martino overcame a so-so start plus two fouled plugs to do the job on the rest of the hounds.

The run was held in an area near Lucerne that we haven't seen for some time. Even then, the local fire department gave the club a bad time – they wouldn't let them light the smoke bomb. On the hill where the bomb was supposed to be you could see the riders heading our way. Then a large batch went to the right of the mountain, on the outside of the bomb. A larger group came over the hill. Tom Smith led the group over the hill but the sandwash on the outside was faster so he didn't hold the lead long. They came up the sandwash like it was a freeway.

The first loop took an hour and three minutes. The word was it was a rider's course with some open stuff (but mostly hilly country) with that good fire road with the Ascot-type jumps. Hairy going in fifth gear.

Big Bill Bogner and Martino were fighting it for most of the first half of the course until Whitey blew his second plug. Bogner brought the lead into the pits but had to figure out a replacement for his lost gas cap. He stuffed a rag into the hole. Martino came in the pits a minute behind.

Whitey was able to catch Bogner about half way around. Bill never did make it all the way – he ran out of gas. Whitey's last plug was a good one and he came in for the win. That is a good go for a guy who was flat on his back just a few months ago.

Whitey, as usual, didn't talk much, but he did say, "The course was good, all different kinds of terrain. I had to pass Bogner twice."

Mitch Mayes, the 100cc ace, changed over to his 400 Husky and pulled off a very good second place and first Amateur. Howard Utsey was right behind Mayes on a Suzuki.

Jack Knebel was fourth followed by another SoCal member and old pro Art Knapp.

Larry Pfutzenreuter, the new Lightweight champ, was once again first 250 on his trusty Bultaco.

The first spot in this year's new class, 101-175, went to Brent Wallingsford, an Amateur and Ossa-rider. He beat first Division II Lightweight (that's the same class) Expert Bill Friant, who had the lead until a tire pooped out.

First trailbike was Cordis Brooks (Hod). He was 17th overall, not bad considering the rough course. Right on Brooks' rear wheel was young hotshoe Larry Roesler on a Harley Baja.

The Vikings stopped everyone after the leader finished, Grand Prix style. There were a lot of Novices who hadn't finished their first loop so it was hard to tell who the first, second, and last Novice was. There were more Novices out here today than we have ever seen before. There were Novices all over the place!

The new numbers are smaller this year and are harder to read at speed but once everyone gets used to them they should work out better. A lot of riders forgot to send in for their new numbers which caused a lot of confusion at sign up. Let's hope anyone who wants any points gets their cards in by next week.

(Results on page 28)

Here are the hounds but where is the hare?

Howard Utsey, third overall and second 500 Expert.

The number plates on the Harley team suggests a successful year.

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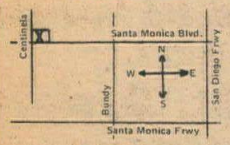

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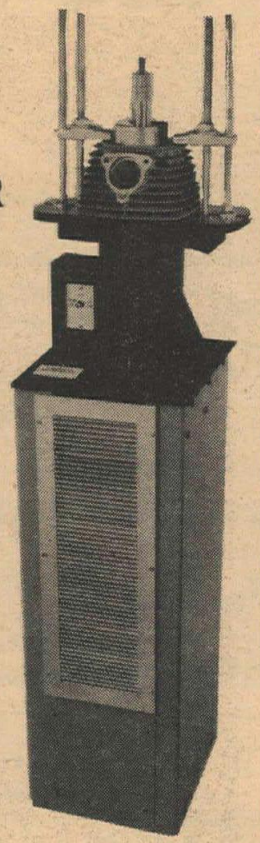

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outing as [illegible] Saturday afternoon to back out on letting riders cover his land for the two or so hours on Sunday. This necessitated laying out almost 15 miles of new course since there was not enough time to contact neighboring land owners for permission. This resulted in a 40 mile second loop and an unusual amount of fire roads on the second section. Fortunately it was completed in time for the race, but just barely. Another interesting spot along the way was a railroad crossing that seemed to present no great problem until a casual check showed that an average of 173 trains per day came through there on Sunday! Another slight revision!

The racing was hot and heavy as the Novices not only had a dust free course, but it was free of interferring (?) Amateur and Expert riders. There is something about being in front that

FOA LOBBIES THE CAPITOL

WASHINGTON, DC — A lobbyist for the motorcycle owner will now be operating in the nation's capitol. He is Charles Irwin, International Four Owners Assn. vice-president, president of the Virginia Fours (a local Four Club group), and a resident of nearby Arlington, Virginia. Headquarters for lobby activities will be from the East Coast IFOA office, located in Arlington.

San Diego IFOA headquarters have announced that the services of Irwin and the Washington lobby, will be made available to BMWOA, Moto-Guzzi Owners, Honda Owners Association and even the individual motorcycle consumer.

Two immediate lobbying goals exist for Irwin: First is the Federal Trade Commission hearings on proposed trade regulations which will protect motorcycle consumers by requiring full refunds to persons placing mail orders if their pre-paid merchandise is not shipped within 21 days. Second, to persuade President Nixon's consumer affairs office to include motorcycle dealers in their proposed plan to improve auto repair services through a public rating system.

IFOA president, Bill Robinson, predicted that IFOA legislative friends in the capitol will assist in these goals as they have in the past.

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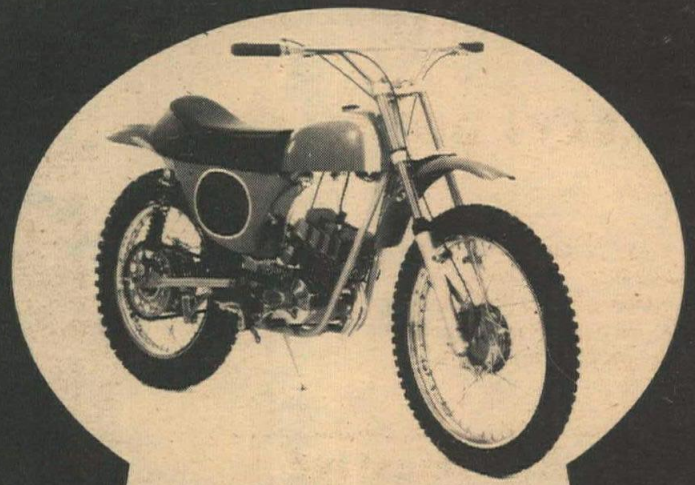

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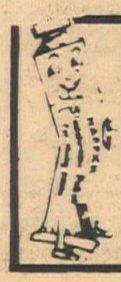

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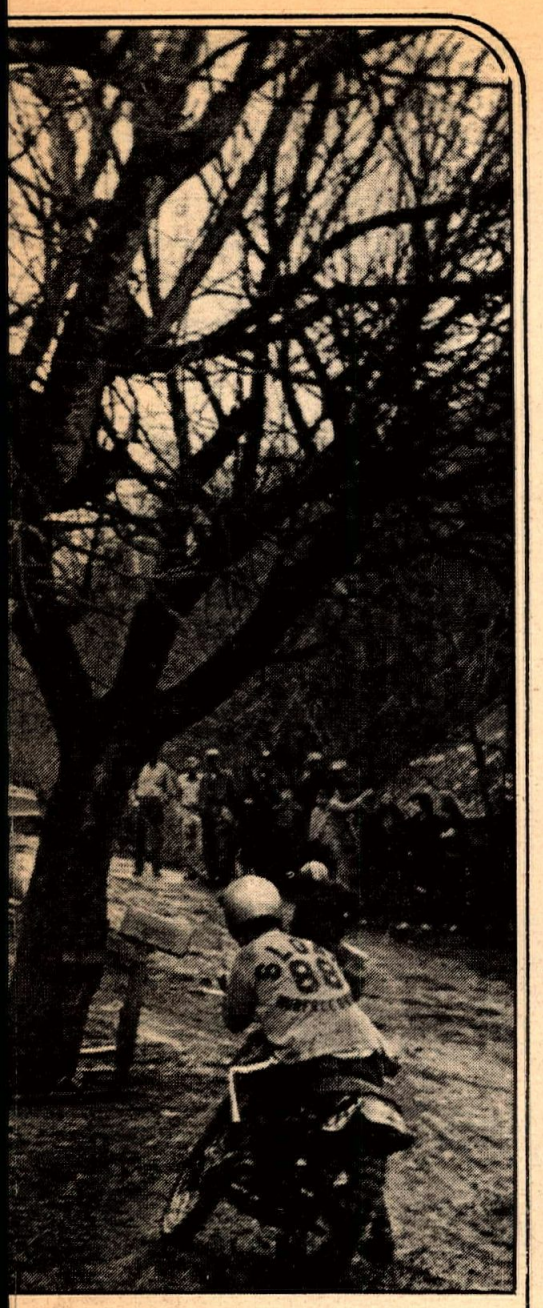

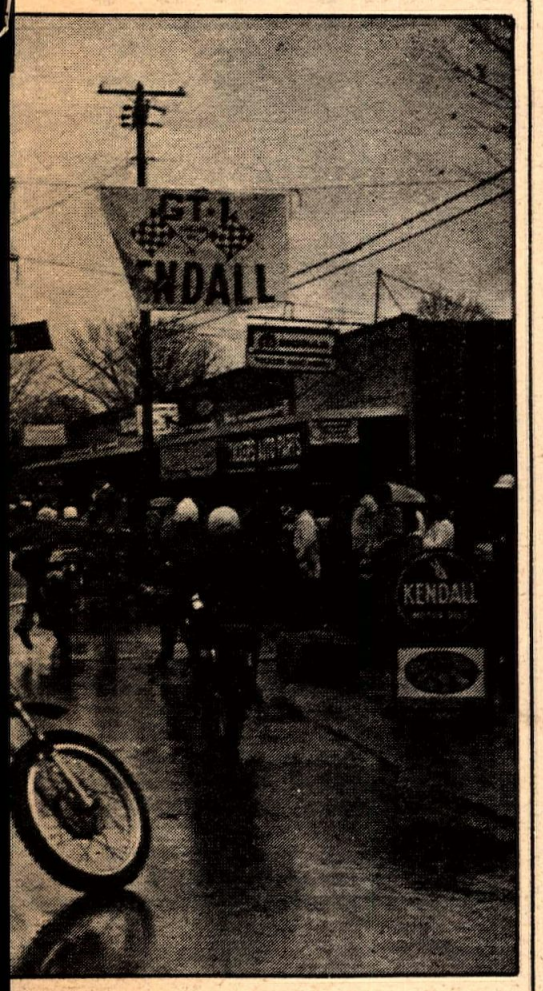

e way to the

200cc: John E. Sims, Hon., Richard Kendrick, Yam., Steve North, Hon., Douglas Clark, Kaw., Charles L. Blake, Pen., David Dye, Hon., Frank Dever, Hon.

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BUCO PRODUCTS TO MARKET GOODYEAR TIRES AND TUBES

The largest single order for motorcycle tires and tubes in Goodyear company history was placed in early December by American Safety Equipment Corporation, Encino, Calif., in the interests of their Buco Products Division, leading supplies of motorcycle helmets and other related motorcycle-oriented products.

Goodyear motorcycle tires and tubes will be marketed through Buco Products national sales organization directly to dealers — adding a new product line to several other brand new motorcycle products being sold by Buco representatives.

Further information on the new Goodyear motorcycle tires and tubes is available from your local Buco representative or write Buco Products, 16055 Ventura Blvd., Encino, CA 91316.

FORD FINDS FAVOR IN CYCLE HOUSE HELMET CONTEST

William Ford of Phoenix, Arizona recently won the Bell Helmet of his choice in the latest contest given by the Cycle House in Santa Ana, Calif. He and his wife both ride their Yamaha DT-1's over lots of desert trails. (What else?) Bill has been street and dirt riding for the past twelve years, and works as an electronic technician in Phoenix.

NEW EMBLEM SELECTED FOR SPEEDWAY MOTORCYCLE RACING ASSOCIATION

PASADENA, CAL., Jan. 1, 1972 — The Speedway Racing Association announced this week that a new Red, White and Blue identification emblem has been selected by the Board of Directors and will become the official insigna of the organization to be used on a variety of material related to this association.

"The new emblem will be placed on all organizational printed matter and also reproduced in both patches and decals," declared SRA president Peter Palmer, "with the hope we gain favorable exposure everywhere the design is exposed."

A copy of the design will be included with each 1972 SRA membership card while extra patches and decals will be sold at a nominal fee to help support and finance the planned membership drive during the 1972 season.

Copies of the new emblem will be forwarded to speedway racing promoters with the request that the emblem be used on all printed racing programs to identify the sanctioning body.

The new SRA emblem was created and prepared by Wilson R. Springer, SRA's public relations representative, a prominent writer, artist, photographer and publicist long associated with motorcycling.

W. EVERETT BRAHEAR, JR. TO HUSKY

W. Everett Brashear, Jr. has been appointed General Manager of Husqvarna Motor Corporation West, the Western distributorship which is located at 4790 Palm Avenue, La Mesa, California. The announcement was made jointly by Bengt O. Farnstrom, President of Husqvarna of Sweden, Inc., South Plainfield, New Jersey and Edison Dye of Med-International.

Brashear comes to Husqvarna from Kawasaki Motors Corporation, where he was Sales Manager, with total responsibility for sales planning, coordinating and market research in 15 western states.

Husqvarna Motor Corporation West is one of two distributors for Husqvarna motorcycles in the United States. It's Eastern counterpart is the Husqvarna Motor Corporation East in Lorain, Ohio, with Jack Lehto as General Manager.

NORRA'S DAM 500

The National Off Road Racing Association is going to have another 500-mile race February 12, 1972, and it will be in the good ol' U.S. of A. The race will be two 250-mile loops and will start and finish in the town of Parker, Arizona. The name: The Dam 500.

One loop will be in California and the other will be in Arizona.

The same categories used in the Mexican 1000 will be used in the Dam 500. Category 7 will be motorcycles of 125cc and under while Category 8 will be all bikes larger than 125cc.

Entry is set at $275 per vehicle. One or two riders may enter but the rider change must take place at the halfway point.

A drawing will be held January 24 for starting positions. Entries will still be open, however.

For applications and further information, contact NORRA at 1616 Victory Blvd., Suite 200, Glendale, CA 91201. (213) 245-1033.

International Report...

Britons are going bananas over a new law which raises the minimum age for motorcyclists from 16 to 17. In a front page editorial, "Motor Cycle News" blamed the failure of the government to provide proper training for young enthusiasts as the reason for the necessity of the ban...The Auto Cycle Union, our equivalent to the AMA, countered the move by stating they had no intention of banning 16-year-olds from competition.

Who says trialers like to just go slow? Latest word is that World Champion Mick Andrews will be riding the Mexican 1000 next November on a 500cc Ossa-powered six-speed twin-cylinder two-stroke Yankee...Former world sidecar champion Helmut Fath is building a 500cc flat-four two-stroke. It will have transistorized ignition and fuel injection, and will put out roughly 100 bhp.

John Banks has signed a one-year contract with CZ. Banks, who rode CZ in the Trans-AMA series after a brief bout with Husky (which came about after BSA dropped its racing program), will be delivered a new works 400 (206 lbs.) and will chase down both the world and British championship. The 28-year-old Briton said, "I believe I am fit and good enough to win the world title."

A prominent rumor-question concerns Trans-AMA overall winner Sylvain Geboers and CZ. The Belgian makes no secret of the fact he is discontented to playing "second fiddle" to Joel Robert on the Suzuki team. He was seen secretly testing a 250 CZ about the same time Banks was signing with the Czech factory.

It appears that Peter Williams and new 250 world road racing champion Phil Read will be riding for Norton on the asphalt circuits this year, which puts the English firm in top contention in the newly-established 750 class. NorVil is still looking for a third man and it just might be John Cooper...Meanwhile, Read may also contest the 500 class on a Ducati.

Ake Jonsson turned down an attractive offer from Yamaha and plans to stay with Maico. Jonsson lost the 500 world championship last year when a spark plug came unscrewed so he feels he can win on the same machine this year. Besides, he rode the works 360 Yammer and felt it was not sufficiently competitive to win the title.

Doug Hele, the R&D chap behind BSA/John Cooper's phenomenal success at Brands Hatch, The Race of the Year, and the Ontario 250, turned down an offer from Norton.

Ten-times world road-racing champion Giacomo Agostini is still undecided as to whether or not the MV factory will be ready to contest the Daytona 200 with the new 750s. If he does, Ago feels the English threes are the real threat, expressing little faith in the tractability of the new 100-plus-hp Kawasakis and Suzukis.

Andy Roberton and Bryan Wade, two of Britain's most hopeful prospects, have signed full contracts to chase the 500 world crown with Husqvarna.

PACIFIC JAWA

American Jawa Ltd. of Los Angeles, Calif., the West Coast importer and distributor for Jawa and CZ motorcycles and accessories, has just announced a distributing agreement with Pacific Jawa Inc. of Albany, Calif., for exclusive sub-distributing rights for the Jawa-CZ line and spare parts for the states of Washington and Oregon, as well as the northern half of California.

American Jawa reports that the new sub-distributor has a complete motorcycle and parts inventory on hand and will be actively soliciting for new dealers in the Pacific Northwest region immediately.

Any dealers interested in contacting Pacific Jawa for potential dealership information, or prices and information on Barum tires, Favorit chain or PAL spark plugs, should contact either R.K. Lightner or Bob Briner at 415/845-0444 in Albany, or at their mailing address; P.O. Box 6416, Albany, Calif. 94712.

JEFF JAMES JOINS DOWNEN'S CYCLE CENTER

Jeff James, founder of James, Ltd in Costa Mesa, Calif., has accepted the position of general sales manager of Downen's Cycle Center in Hawaiian Gardens, Calif.

Downen's Cycle Center is located at 11835 East Carson in Hawaiian Gardens.

YAMAHA, AMXT LINK

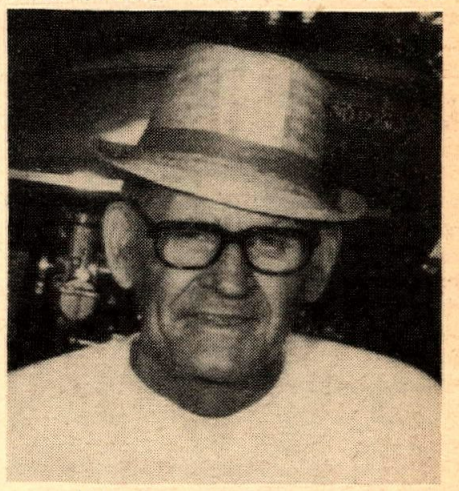
The 1972 American Moto-Cross Team has accepted Yamaha International's offer to campaign the coming Grand Prix motocross season on the new Yamaha motocross machines. Western motocross ace Gary Jones will join Captain Bryan Kenney, and the team will enter most of the Grand Prixs in addition to as many International Events as funds will allow. As the team fund grows, the tentative plan is to add a third member (yet unnamed) at a later time, who will join Bryan and Gary on the circuit.

AMXT '72 will continue to use their French headquarters in Europe, and the Team van purchased last year is still in excellent condition. During the European circuit, the team will be mechanically assisted by Yamaha, and a continuous development program will be maintained for the bikes by Torsten Hallman.

BOB BATES, FOUNDER OF BATES INDUSTRIES, KILLED IN TRAFFIC ACCIDENT

Robert Owen Bates, owner of Maywood Honda, founder of Bates Industries, and long a colorful figure in motorcycling, was killed in a traffic accident near Victorville, California on Dec. 19. He was returning from a desert race with two young riders he sponsored when the accident occurred.

Bob Bates formed Bates Industries in 1943. His first products were windshields for Cushman Motorscooters. After the war he



expanded his product line to include many other accessories for both scooters and motorcycles. His seats were extremely popular for desert, TT, street, and custom use, and, among his wide range of products, were probably most responsible for making the name Bates so familiar to riders.

In 1965 he retired from the Company that still carries his name. But he was too energetic to stay inactive long, and in 1967 he established Maywood Honda in that Los Angeles suburb.

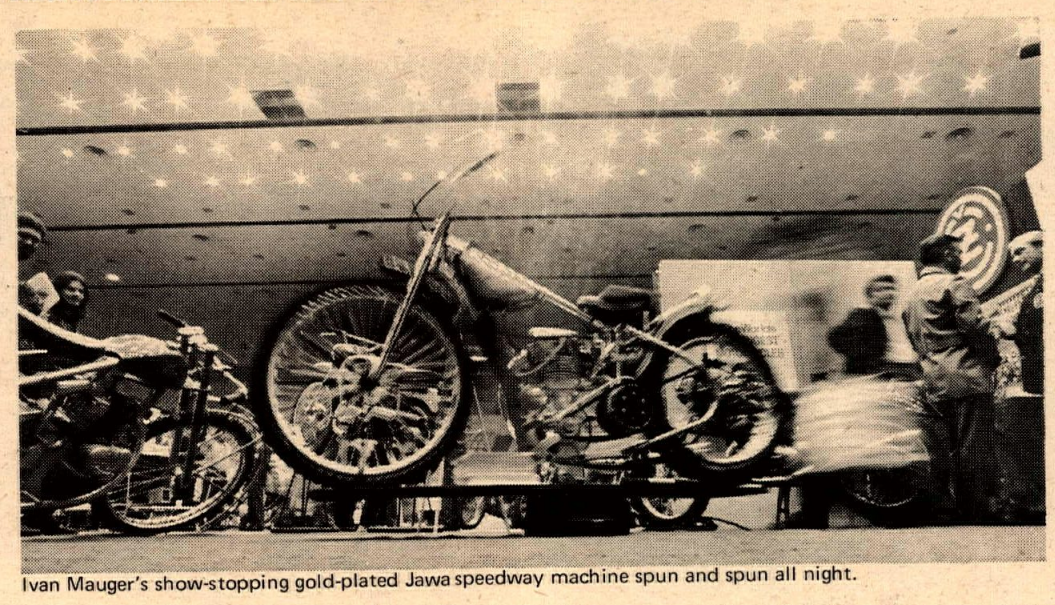
He frequently rode AMA tours, and was a familiar figure on his 750 Honda complete with special fairing, radio and luggage caddy. Although he would have been 58 in January, as recently as a year ago he was still drag racing — and setting records! During the 1950s he was well-known personally to many desert racers because he served as a voluntary ambulance service. His red station wagon, known as "the old red wagon", and his knowledge of first aid, made him the forerunner of today's Rescue 3.

He is survived by two sons, Bob Bates, Jr. his partner at Maywood Honda, Fred Bates of South Gate and a daughter, Diane King of South Gate, a brother, Donald Bates of Omaha, and a sister, Evan Reher of Grand Island, Nebraska.

1972 Motorcycle Trade Show in Long Beach, California:

Recent bourgeois fantasies materialize on the West Coast. Zowee.

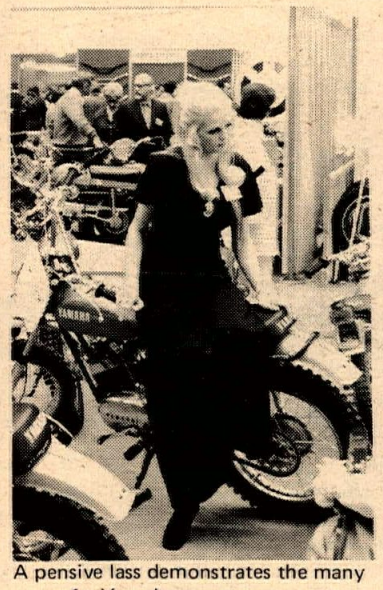
A sign painter turns a BSA into Dick Mann's BSA.

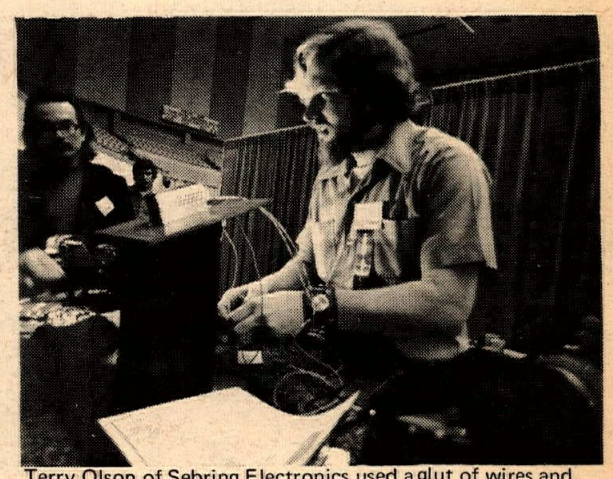

Ivan Mauger's show-stopping gold-plated Jawa speedway machine spun and spun all night.

The slightly de-tuned Suzuki 400 with lights, called the Apache, should be heap fast for enduros.

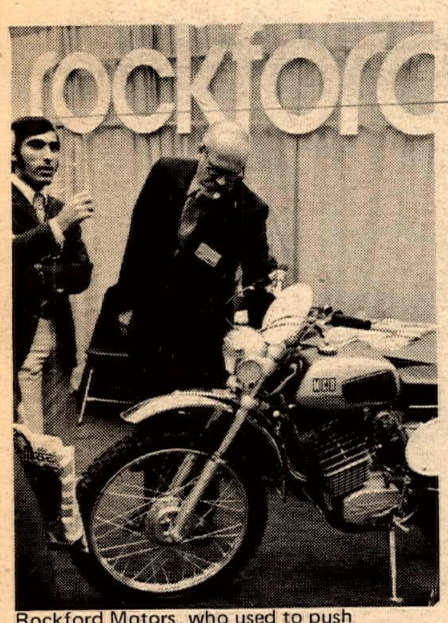
The Ducati 90-degree V-twin 750.

Ed Roth was there minus his famous profile. He has lost a bunch of weight.


A pensive lass demonstrates the many uses of a Yamaha motocrosser.

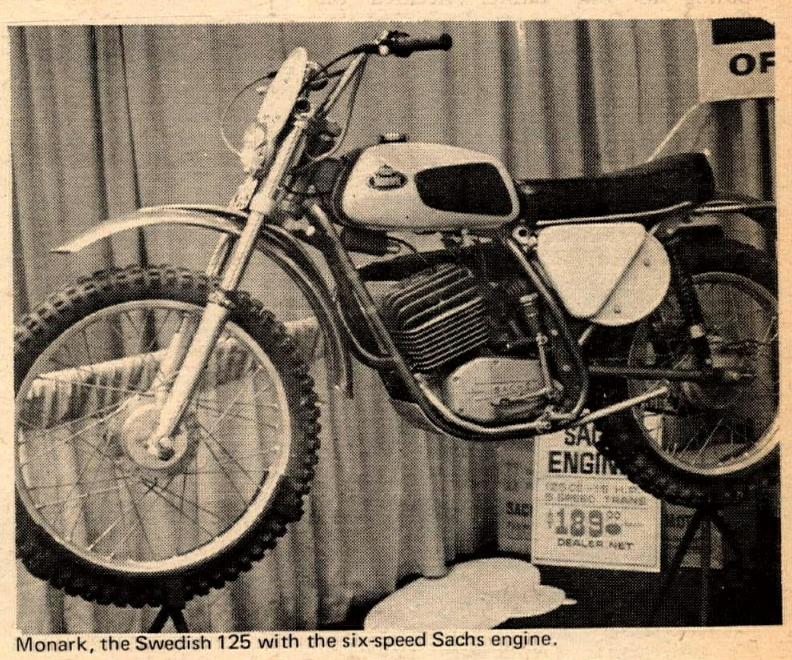

Terry Olson of Sebring Electronics used a glut of wires and other electronic goodies to demonstrate his solid state power supply module.

(Bikies: Be sure to register & vote.)



Rockford Motors, who used to push Bridgestone, is now manufacturing their own bikes.

Benelli's Mini-Enduro with 15-inch wheels.



Monark, the Swedish 125 with the six-speed Sachs engine.

Frank Cooper's very own brand, the Cooper. 350cc motor by Islo, 238 pounds, 28 hp. This is the Six-Days model.

Powerdyne: a new brand on the market

Rain, Sun, Hail, Wind and Snow

By Sue Bailey

ORICK, CAL., Dec. 12, 1971 — In a mixture of rain, sun, hail, wind, and a little snow, the Orick Motocross was held today. About 55 riders rode through mud puddles about a foot deep and grooves as deep as 2½ feet.

About half of the entires in each class were able to finish the race. With broken chains, throttles, and messed-up spark plugs, many of the bikes were disabled before the finish.

With nearly perfect coordination of man and machine, Jay Stradley flew around the track with the greatest of ease. Jay managed to hit the 2½-foot groove only once in the first heat, but bounced back out of it without losing any time. Gary Howard was close behind him, hit the groove, mired it in the mud, and lost his position. In the second moto, Jay started the race in fourth position, took over third before the start of the second lap — flew — passed everyone in the second lap for the top spot. He missed a tire, stopped, went around it and still held the lead to the finish. There was three riders left in the third moto. Three big Huskies — Robert Calvert, Brent Hogan, and Stradley. Jay flew into the lead immediately to start the Open Novice/Amateur/Expert class. He was number one all the way. He had a slight delay when he spun out in a mud hole as he was lapping Hogan, but took it in to the checkered flag unchallenged.

When the "Dirty Old Man's Race" started, it was snowing and sleeting at the same time. Only three riders were entered, but they wouldn't let the race be called off. Jim Creech, Brent Hogan, and Tom Dilling braved it out to the end, with Hogan in first, Tom Dilling second, and Jim Creech bringing up the rear.

All in all, the riders should be congratulated for their courage and stamina. It took a lot of guts and true sportsmanship to fight the elements today.

(Results on page 28)

Adding a Wheel

By Sue Bailey

EUREKA, CAL., Dec. 19, 1971 — Today was a fantastic day for racing at Redwood Acres, as 17 first-place trophies were awarded at the second motocross of the season. The sky was sunny and clear and 125 riders were entered in the competition.

Something new was added today: A three-wheeled motorcycle event. Joe Tomich ran off and left the rest of the guys. He was riding a Dune Cycle. Red Thompson's Harley 45 stalled at the start and he really poured it on to catch up to Tomich. He couldn't quite make it, but finished in second place. The only girl entry, Elaine Miller, rolled her Honda and was out of the race.

(Results on page 28)

Carl Cranke at Marysville.

Hare Scrambles on Ice

REDMOND, ORE., Dec. 12, 1971 — While the less-hardy riders from the area sat home in front of their fires, 17 brave souls turned out for a Hare Scrambles that could have been termed an ice race.

Four inches of fresh snow soon became packed and turned into a sheet of ice. Imagine if you can, riding across the sagebrush where the sand has turned to ice.

Standouts for the day were Randy Limbeck, 125 Bul and Mike Ahalt, 400 Husky. These two riders lapped all but a few on the shorthened two-mile course.

Everyone had a good time, and the generous supply of trophies made the day's slipping and sliding seem worthwhile.

(Results on page 28)

Cranke Doubles

By David L. McElyea

MARYSVILLE, CAL., Dec. 26, 1971 — The course was difficult. You almost needed tire chains to complete the four-mile-plus motos. If the four to six inches of mud, or the five to 10 inches of water didn't get you, the slick clay or whoop-de-dos would. Very few riders, regardless of their status, went home today without an extra helping of the Feather River bottom mud on their bodies, deposited by direct contact with old Mother Earth.

Only four riders turned in perfect scores. One of them did it twice, Carl Cranke. He was only challenged by one rider all day long, 125 Expert Lonnie Forman of Yuba City. Lonnie fell down in the third moto but still managed to get overall second.

Cranke came back in the 250 Expert class and did it all over again.

Bob Harvey of Concord turned in a perfect score in the Open Novice class. It was a big day for him. This was the first time in three years of racing he has come up with an overall first; needless to say he was happy about it.

(Results on page 28)

BENEFIT

(Cont'd. from page 16)

for the benefit motocross that was held for Daly City rider Larry Batistoni. Several hundred spectators also braved the near-snow weather to watch all the nuts go around and around on the mile-long course. Track conditions were near-perfect with almost the entire course being laid out on sand.

Bob Bowers of Santa Cruz stole the show from the factory AJS rider Vic Eastwood, who came up to conduct a motocross school and ride the event. During the first moto Eastwood's bike broke down. He was out for several laps and only came back to race the last few.

Bowers won that moto easily with Don Stover taking second. During the second moto Eastwood ran away from the rest of the riders and Bob took second with Stover finishing third. With a bad showing the first moto Vic did not have enough points to take a trophy. Bowers took the win; he really has the great style of another Bob from Santa Cruz whom we all missed at the race.

Carl Cranke had an excellent day by winning both the 125 and 250 class with Eddie Brown from Lakeside Honda making a challenge in the first. He led from the start until about halfway when he came by the finish line and hooked his peg in a tire and went down hard, letting Carl take the win.

In the 250 Expert Ron Stockman was leading during his first moto when Cranke tried to pass in traffic and found that in the excitement he had misjudged the turn and had to brake hard enough to lock up and kill the bike on the final run to the checkered flag. Carl came back to take the win in the final moto to win overall with Stockman finishing second.

(Results on page 28)

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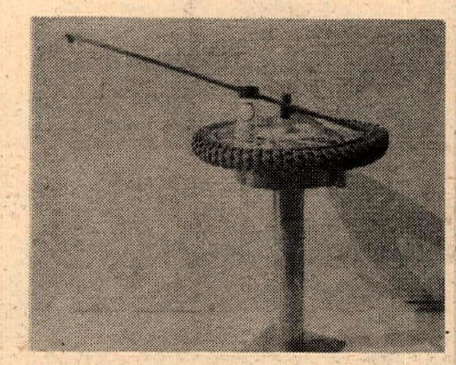

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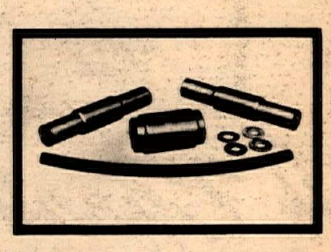

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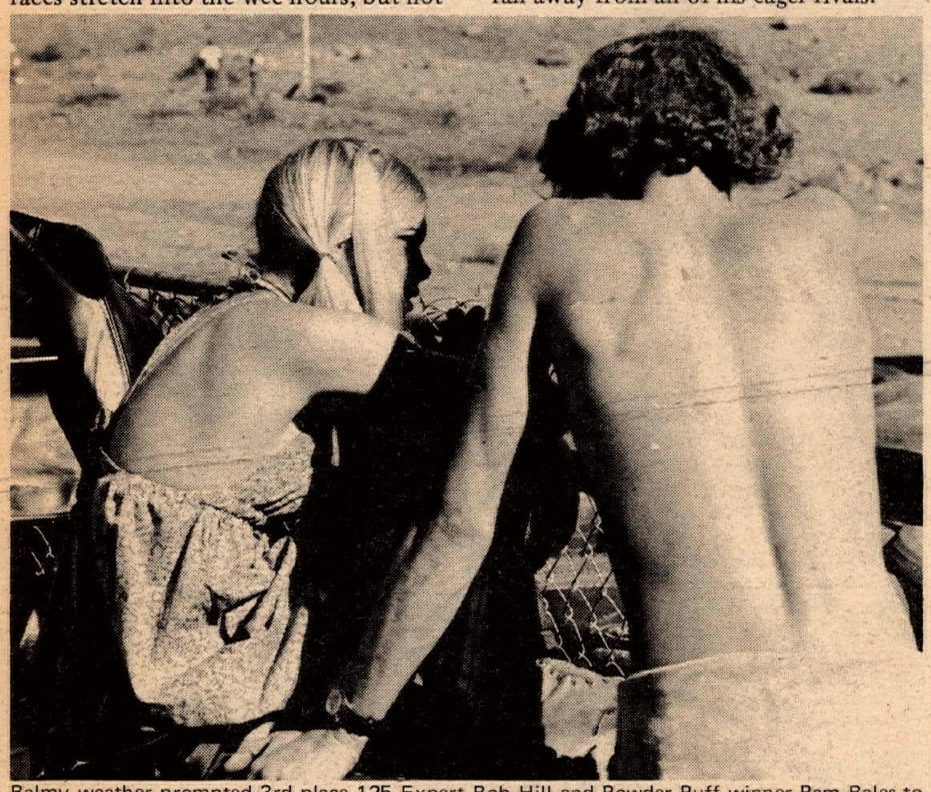
ENGINEER BILL STARTS SEASON

By Ed Drechsler

ELSINORE, CAL., Jan. 2, 1972 — Not all the big guns were out for the first points race of the '72 season, but enough so that I'm still shell shocked. What a day! The Jackrabbits M.C. efficiently handled a crowd of 223 riders (including one side hack) who were eager to prove that the almost two months layoff between seasons had not caused them to lose their touch. Usually with large rider turn-outs, the races stretch into the wee hours, but not today. The Jackrabbits had it all together and got us out of there by 4 p.m.



Balmy weather prompted 3rd place 125 Expert Bob Hill and Powder Puff winner Pam Bales to share the sun while watching the big bores perform. A rumor persists from last year that the two are good friends.

The starts were controlled by Engineer Bill, and quite a few were caught drinking their milk. Mild mannered Dick Kouns issued warnings and then sent creepers and line jumpers to the penalty line which was located around the corner at the finish line. Being that it was very difficult to see the red/green lights at that position, the advantage went to the good guys back at the starting line. The start of one race saw like six riders on the penalty line and three on the starting line. As far as I'm concerned, that's the only way to ensure fair, fast starts with no horsing around. It also helps to have two six foot 200 lb. club members to assist in keeping order.

Speaking of keeping order, the sheriff paid a visit to the track today. Seems like some over eager trail riders got themselves busted for trespassing on the adjacent properties. When apprehended, the accused claimed that Elsinore track officials gave them permission in the area where they were accosted. Seems that people caught with their pants down can come up with some pretty fantastic stories that won't work. Really folks, the lands adjacent to the track are posted and track officials (when asked) constantly caution riders against riding off the track property.

The 250 Expert class as well as the heavyweights were mind blowers, with names like Danny Hockie, Scott Smith, Jeff Sexton, Jim Connolly, Bob Greenstreet, Larry Bird and other great riders finishing no better than fourth place.

The track was suffering from a severe case of honest-to-gosh perfect weather. It was fast, but the riders were faster. The rain earlier in the week had pre-conditioned the surface and all that was needed was an occasional sprinking of water later in the day.

The worst injury of the day (other than the refreshment stand running out of *all* liquid refreshment) occurred during the second lap of the 125 Novice third heat. Bob Mills tried to pass the second place rider in the sweeper and somehow got tangled up in his Yamaha. He was treated at track-side for a bad gash in the upper thigh and released to figure out how it happened.

Jim Connolley brought out his brand spankin' new 125 Bultaco Pursang for its very first race. Jim had spent all of his spare time during the week prior running a tank of gas through it, but managed to seize it while chasing Sanders, Myers and Hill in the 125 Expert class. Sanders pulled off the win in the midst of some very hot competition. Bob Hill's effort to win almost cost him a bad tank slapper during the last lap as he was trying to pass Mike Myers. He recovered and did not lose a position to the hard charging Larry Bird.

The 200 Expert Charles Soderstrom got some fantastic hole shots off the line and plus his ability to slide the corners with the grace of a Class A star, ran away from all of his eager rivals.

Pam Bales jumped up to show the girls her powder puff by winning all three motos. Pam seems to be at a point where she is now riding against herself. She was so far in front of the other girls that they couldn't see her dust, and still she rode right on the thin edge. With each lap she came closer and closer to crashing, but never did. Glad I don't have to ride against her.

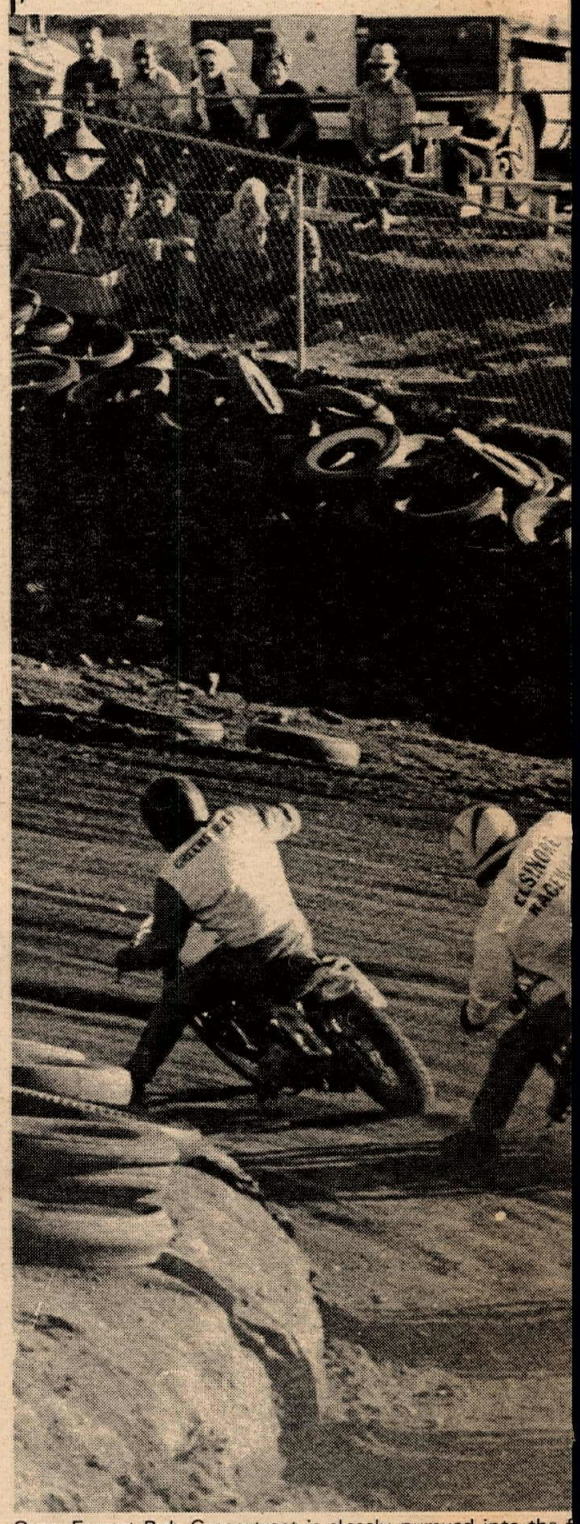
Connolley had a bad day. While riding the 500 Am/Ex. class he charged from a bad start to a very good position only to have his Greeves seize. Jim claims that there was no mechanical problem with his bikes today, only that everyone was going so fast that he had to over-revv his bike to pass. Jeff Sexton was running a newly rebuilt Maico with no break-in time on it, but he did not come off with his normally heart-stopping style.

Race of the day has to go to the Open class. Bob Greenstreet was leading Sprague, Tudor, Gillespie and Sexton. He wasn't having a field day as he was very closely pursued. John Sprague kept close, waiting for Bob to make that one mistake, but Bob's ride was flawless. Lap after lap until the white flag came out, Bob showed 'em his heels. Going into the first turn after the back sweeper, Bob missed a shift and went in too fast. He banged it into gear, but it was too late; he was starting to slide out. John started to make his move. Bob slid and tried to save it, giving it more gas. The bike was laid over so far that Bob and now sliding on his knee, still holding it up. Then it started back up. He almost had it saved. But something happened and the foot peg caught. Down and out —

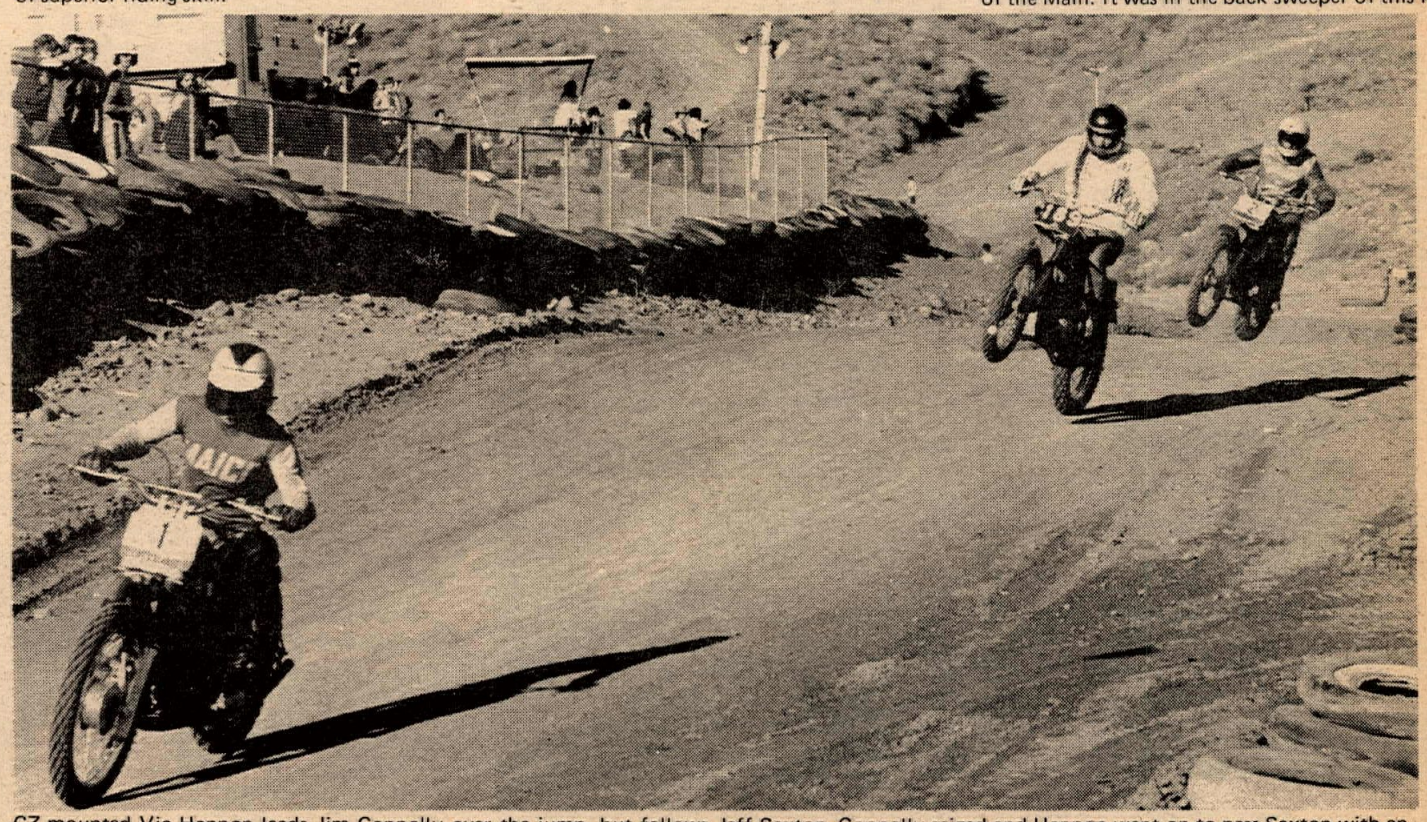
John got around and grabbed the checkered flag. He waited in the finish area for Bob to come across the line. He wasn't hurt. They talked about the crash and congratulated each other on fine rides.

(Results on page 28)

A pair of highly enthusiastic Jackrabbits observe 200 Ex. winner Charles Soderstrom's exhibition of superior riding skill.



Open Expert Bob Greenstreet is closely pursued into the f of the Main. It was in the back sweeper of this lap that Bob



CZ-mounted Vic Hannon leads Jim Connolly over the jump, but follows Jeff Sexton. Connolly seized and Hannon went on to pass Sexton with an eventual overall win in the 500 Am/Ex. class.

LOW PUBLICITY...LOW TURNOUT

er by Sprague, Tudor and Gillespie during the last lap d gave the win to Sprgaue.

By Ed Drechsler

ADELANTO, CAL., Jan. 9, 1971 – Suffering from a lack of publicity, the Dist. 37 Rough Scrambles by the TT M.C. drew only 105 entrants today. Six prospective entrants, who knew that there was a points race somewhere, spent the morning waiting for the Perris TT gates to open. They discovered their error and motored to Adelanto in time to see the 2nd Open Novice moto being run under perfect weather conditions.

The turnout was so light that motos were run wherever there were enough riders to make a class. The heavyweights ran only two classes, Open Novice and Open Am/Ex. Because of the turnout and the way the races were handled, we were out by 1:15 p.m.

To obtain a rough scrambles type course, Don England used the TT starting line and a major portion of the straight-a-way. However, just prior to the sweeper, the course took a hard 100 degree left through deep wet sand and then angled to the man made Matterhorn that he so lovingly refers to as a jump. The jump dog legs to the left about 10 degree at the crest, meaning that if you had it screwed on and drove up the hill in a straight line, you found yourself both airborne and landing off to the side, leading at an angle across the landing zone. Now down the jump through deep sand and a hard right, back on the TT course at the beginning of the back sweeper. Off the sweeper and parallel to it in the deep sand whoops, back diagonally across the sweeper, leading to the start/finish line at a slight angle. Super fast course.

It was Puch against Yamaha during the 125 Am/Ex. contest. John Rice took on Scott Smith and Bob Hosford only to come out second overall.

Scott charged to an early lead, during the first moto, with John R making up for a bad start. John R made it to within three seconds of Scott, but the Puch was being pulled by Scott's seven ported Yammie TT machine. The riding was overwhelming. The top five riders in the class were riding on the very edge of destruction. Third place Bob Hosford was a full 10 seconds behind Scott and seven seconds behind Rice.

The second moto saw Scott again charge to a very commanding lead over a group of guys who must have learned a lot from Professor Smith. John R. was eighth off the line and driving hard. Hosford (riding out of uniform in dark leathers and a civie jacket) got to within five seconds of Scott, followed by John R.

With two motos to his credit, Scott chose to race for a grand slam. Rice, after being caught at the line twice before, got a bit quick on the trigger and was placed back on the penalty line by square shooter Don England.

The might have had some small effect on John. Scott again jumped in front of the pack, doing some all out riding, when through the pack from almost last place came the great John R. By the beginning of the second lap, John passed everyone but Scott, and is within two seconds of doing just that. John hit the jump so hard that instead of leaping forward he was rocketed almost straight up. He hung in space for what seemed like an eternity and then started down, making mid-course corrections. But he must have done something wrong. His landing looked good to us, but he looked down as to assess some damage to his footpeg. His pace slowed markedly. The rest of that lap he kept looking to his left foot, whenever the whoop-de-doos would allow.

Sporting a new mustache, John R discusses pre-race strategy with Jeff Sexton.

Hosford begain closing and Rice knew it. Whatever was bothering him was put aside and Rice charged back after Scott. John begain to pull Scott once more and was leading Hosford when the checkered flag dropped.

Back at John R's van he explained that he had almost had Scott that last moto. He was certain that one more lap would have done it. Oh yeah, what was wrong with his left foot? John thought that he had hurt it pretty bad, maybe even broke it. Would he ride the 500 Expert class? We would have to wait and see.

Scott Smith sails effortlessly through the dust free air while winning all three 125 Expert motos.

Heavyweight practice started at 12 Noon. John R was out there shooting everyone down with his Maico, looking like he was having fun. Maybe he would ride again after all.

The restart of the Open Am/Ex. first moto saw Rice tangle up in the first turn and stall his mighty Maico. He restarted, but Sexton set such a blistering pace that he couldn't make a money position.

John R got a good start in the second moto. After four laps of riding that you only hear about now and then, the checkered flag fell on John R, Vic Hannon and Jeff Sexton in that order.

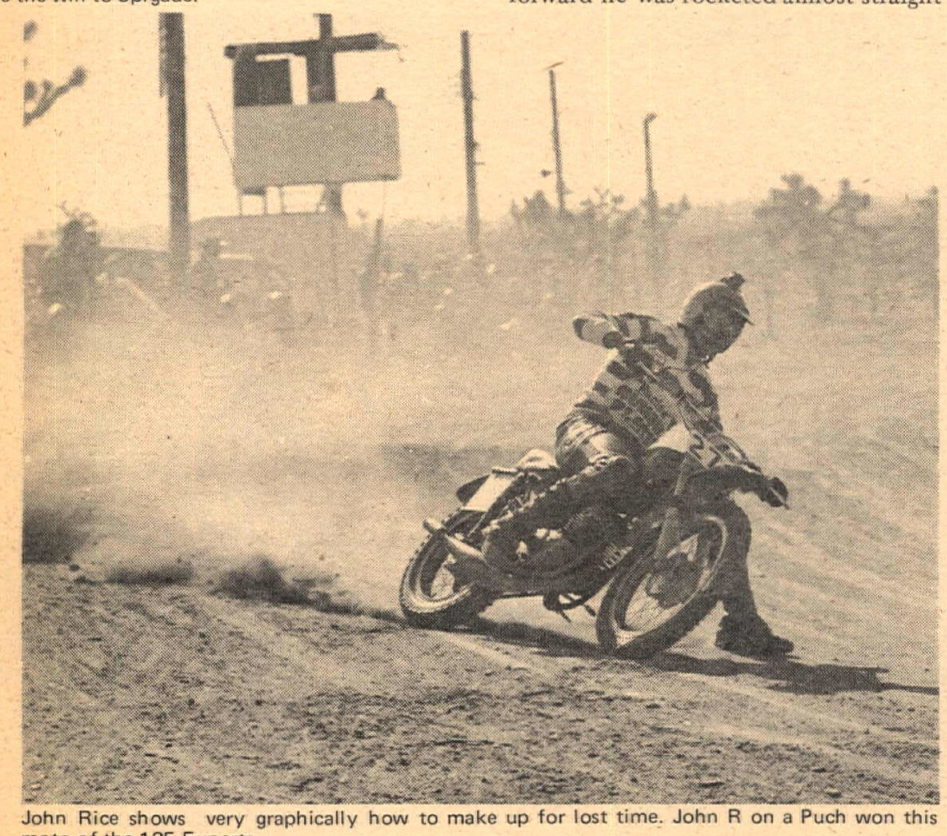
That second moto gave Sexton and Rice a win apiece. The third moto face off was a thrill to see. The speed was inconceivable, the riding was fantastic and the competition was first class. Jeff got the win with Hannon and Rice following.

After the race John R was quietly contemplating his left foot with thoughts that it was in fact broken. He had it wrapped in an Ace bandage and when he tried to walk he grimaced with obvious pain. Again he complained of the short (four lap) motos. "A couple of more laps and I would have caught him."

The first Open Novice moto was won by such a commanding lead that the qualifications of the rider were questioned. The questioned rider also grabbed the second moto, but had cooled it for a more realistic win. Track officials requested that he present his credentials to them, and gave him 15 minutes to do so. When last seen, he was quietly packing his camp and leading his camels away. As to who and why I don't know, but apparently he got caught.

Like rough scrambles? Like points runs? 395 Cycle Park in beautiful down-town Adelanto will be the host for Dist. 37 rough scrambles for the last two Sundays of January and all Sundays of February. Don plans to change the course somewhat to suit the desires of the promoting clubs. In any case, here are rough scrambles at their best.

(Results on page 28)



John Rice shows very graphically how to make up for lost time. John R on a Puch won this moto of the 125 Experts.

Dick Marquis mounted on his 40 inch Triumph holds off hard charging John Rice in the last lap of the third Open Am/Ex. moto.

Pikes Peak: Still a Classic

By Bill Brokaw
Photos by Joe Salvo

COLORADO SPRINGS, COLO., Jan. 1, 1972 — A record entry of 314 were flagged off the line at noon for the 7-mile dash to the summit of Pikes Peak. For the second year the Snow Run had no snow and the top was swiftly made. A battle to the finish produced a win for Scott Harris on his Triumph Metisse. In Scott's rooster tail came Don Palmgren on a fresh RT-2 MX Yamaha.

Rumors proved to be just that when Colorado's newest hero, Malcolm Smith, failed to show in the line up.

The line up at Glen Cove went just fine anyway, with the classes being grouped with the fastest riders in the front group. Surprisingly, the whole field got away without a major pile-up.

Palmgren moved into the lead but was slowed momentarily by a possible mild seizure. 250cc Yamaha-mounted Bill Osthoff, the third place finisher, and Harris passed him. Palmgren's under-jetted Yamaha healed quickly and the chase was on. At Bottomless Pit the three were well ahead of the rest. Palmgren powered past Osthoff but failed to pass the determined Harris.

If the mountain was a thousand feet higher the leaders would have had reason to worry. Out of the second starting group came Gale Gieck, an Amateur rider on a 400 Suzuki. Starting behind all the 250-and-up Expert riders, he charged past them to finish fourth, only six seconds behind Harris, and a full minute ahead of second in his class. That class, the 500cc Amateurs, was a ding-dong battle all the way. Second through 12th finished in an 18-second span.

Cycle News Central

PIKES PEAK SNOW RUN
Colorado Springs, Colo.
Jan. 1, 1972
By Bill Brokaw

OVERALL WINNER	
Scott Harris	Tri
650 A	
Richard Jackson	H-D
Sonny Anderson	Tri
Mel Flint	Tri
500cc A	
Don Palmgren	Yam
Riachrd L. Conger	Suz
Roger Oelker	Hus
350cc A & B	
Keith Chisman	Kaw
Jay Yandle	Hon
Art Holloman	Hon
250cc A	
Bill Osthoff	Yam
Mark Gauss	Bul
Nick Miller	Bul
175cc A	
Dennis Korth	Kaw
Gordon Love	Bul
125cc A	
Bruce Sass	Yam
Gary Chase	Yam
Herb Guck	Pen
650cc B	
Lenny Williams	Tri
Richard Conger	Tri
500cc B	
Gale Gieck	Suz
Lonnie Houtchens	Suz
Michael Trapp	BSA
250cc B	
Charlie Powell	Hus
Stephen David	Bul
Ed Roderick	Yam
175cc B	
David Korth	Kaw
Tom Lewis	Bul
Larry Smith	Yam
125cc B	
David Hamby	Kaw
Robert Candelaria	Yam
Douglas Davis	Kaw

Kidd takes Tarrant's first indoor S.T.

By Dodie Stingley

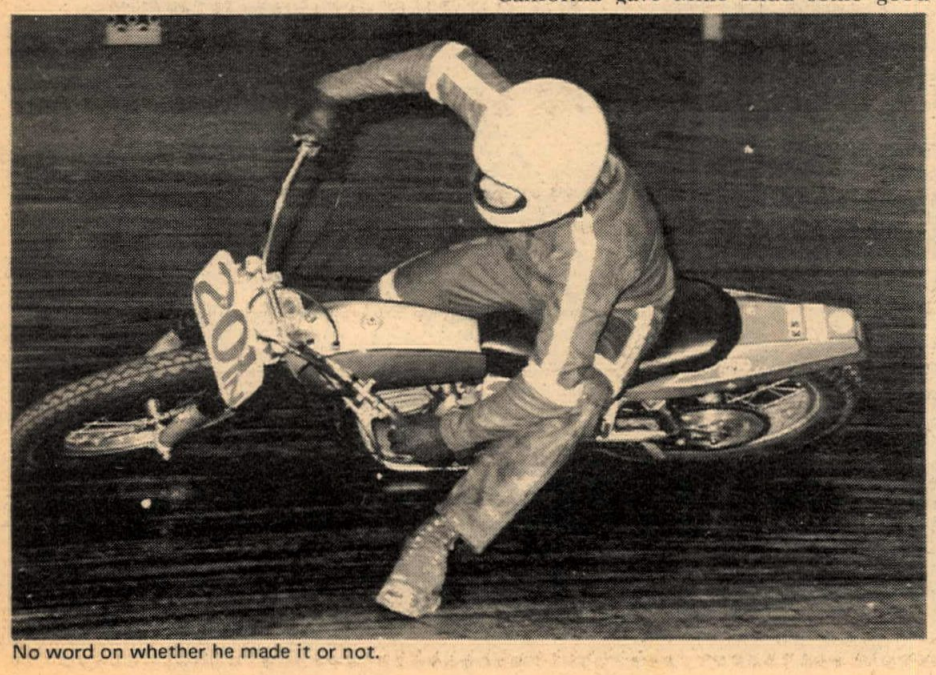
FORT WORTH, TEX., Dec. 18, 1971 — The beautiful and luxurious Tarrant County Convention Center usually reserved for singing stars, beauty pageants, ice capades and such, took a new twist Saturday night as M. I. Watkins and Don Kidd presented to the public for the first time at the center, indoor short track motorcycle races. Three more big races are scheduled for the center, the next being held Jan. 15, and two in February.

In the 250 class Al Baker from California gave Mike Kidd some good competition as he grabbed the lead and held it for five laps but Kidd got around him and finished first in the first heat. Jon Minonno looked mighty good in one heat as he held the lead over Baker.

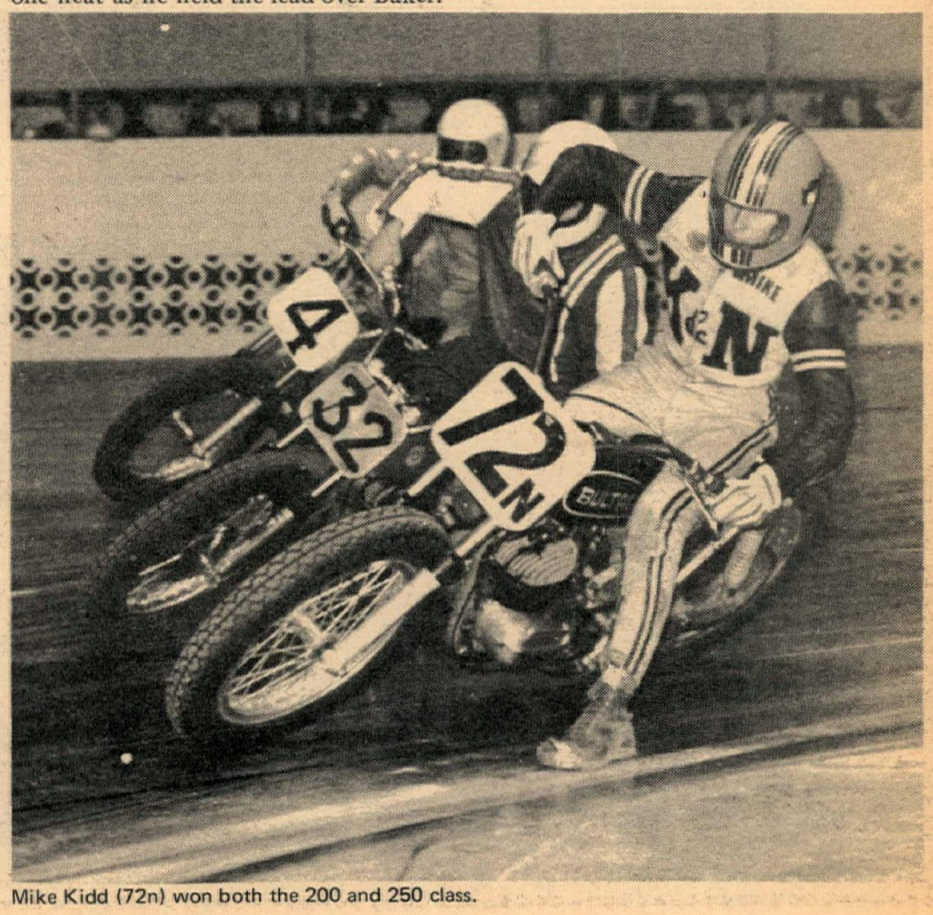
Barry Patrick pushed Kidd hard all the way for the trophy dash and almost got him on the finish, but Mike came in first.

INDOOR SHORT TRACK
Tarrant Co. Convention Center
Fort Worth, Tex.
Dec. 18, 1971
By Dodie Stingley

TROPHY DASH
Mike Kidd
100 FINAL
Jack Avery
Benny Garrett
Gary Wilson
Gary Kidd
125 FINAL
Kelly Johnson
Blake Miller
E.D. Daley
Eddie Burdett
200 FINAL
Mike Kidd
Barry Patrick
Steve Green
Gary Wilson
250 FINAL
Mike Kidd
Al Baker
James Rawls
Jon Minono
OPEN FINAL
Ronnie Robey
Joe Rachel
Tommy Cornstubble
Tommy Ballow
CONSOLATION
Roger Sterling



No word on whether he made it or not.



Mike Kidd (72n) won both the 200 and 250 class.

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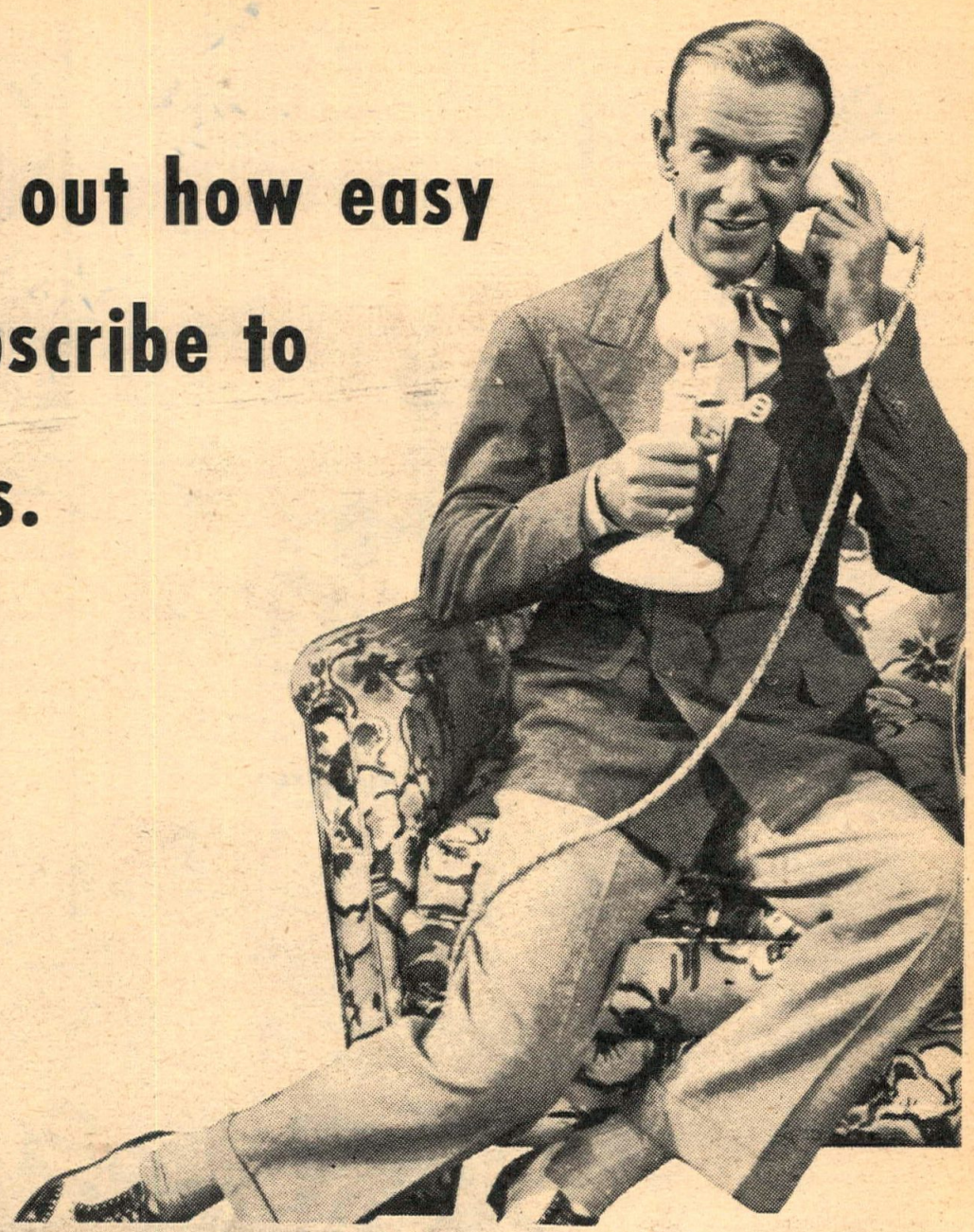

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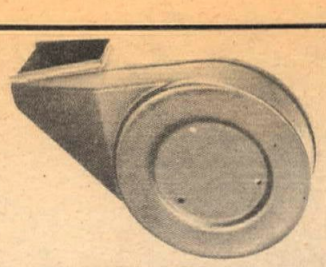

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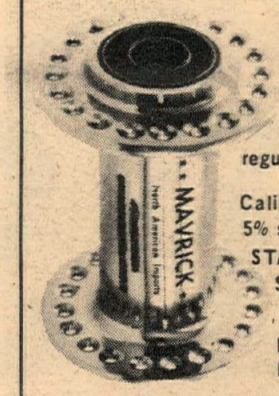

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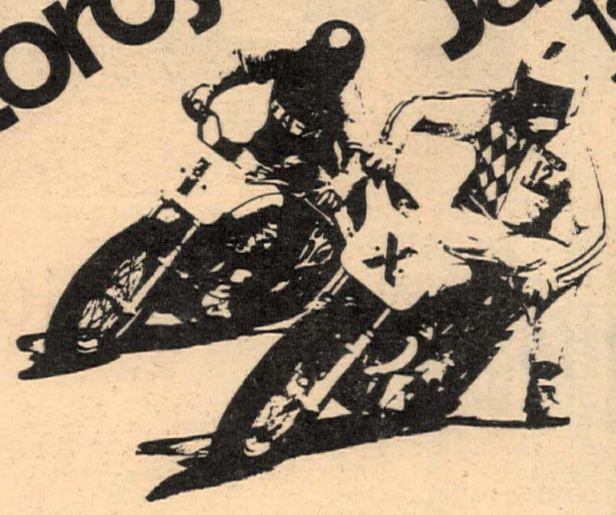

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Hart, Tripes in CMC Showdown

CARLSBAD, CAL., Jan. 9, 1972 – Tim Hart and Marty Tripes put on a sparkling show at Calrsbad Sunday.

The motocrossers split wins in the first two motos, Tripes taking the first.

Hart took off in the lead in the second moto, leaving Tripes dead last. The amazing Tripes worked up to second place before the five-lap race was over to put himself in a deadlock for the overall win.

The tiebreaker went to Tripes. Hart stayed with him for a while but faded slightly at the end.

Hart did have the best day among the Experts however, adding to the 250 class second, he beat the hustling Gary Harris for a win in the 500 class.

Mark Nohr led most of the way in the first 500 Expert moto until Hart got by on the last lap. Harris stalled in the first turn and started the race in dead last. By the time Hart passed Nohr, Harris was in third place.

Nohr led the second moto briefly until a fall took him and Dave Smith out. Nohr worked up to fifth at the finish while a disgusted Smith threw in the towel after his second crash of the day. Meanwhile at the front of the pack, Harris took over the lead from Hart and won the moto to again make things tough on Hart, forcing him into a must-win situation.

The third moto belonged to Hart, Harris challenging until his pipe came loose and forced him to settle for second. Nohr came from last to third to earn third overall behind Hart and Harris.

Chuck Bower and Jim Beauchamp had their own battle in the 125 Expert class and Bower won out. Things looked bad for Bower in the first moto when Beauchamp stalled, and Bower got hung in the snow-fencing trying to avoid him.

Tim Hart has been hogging a lot of races lately.

Bower and Beauchamp earned the spectators plaudits for the amazing speed they manage to coax from the smaller bikes. Tommy Croft had to settle for three third and overall third place.

Bill Urban and John DeSoto were unable to add to the excitement as they were both forced out with mechanical problems.

Terry Trachy had the top Junior day by far, winning four races and finishing no worse than third to win overall in a division of both the 250 and 500 classes.

John Brust, B. Breker and Mike Maruniak all dominated their Junior divisions with three winning rides.

Tripes announced this was his last ride on a CZ as he is switching to Yamaha. He will ride stock bikes for the next few months and will be furnished the Yamaha motocross prototypes in April. Tripes expressed his satisfaction with CZ but said he just couldn't turn down the Yamaha offer.

"They will furnish me expense money to get to the races, the bikes and spares, videotape equipment to analyze my efforts and Torsten Hallman will be tuning the machines. I want to beat the Europeans and this seems the best way to go about it," said Tripes.

(Results on page 28)

Sleeper at Lions for DeSoto

By Eric Raits

WILMINGTON, CAL., Jan. 7, 1972 – John DeSoto had another easy night at Lion's Drapstrip and Motocross Emporium this Friday.

DeSoto rode out front all evening except for a brief hoizontal moment in the second moto. DeSoto won the first race, then fell in the first turn of the next moto. From appearances the Hawaiian was knocked cold or in so much pain he couldn't move. Fortunately he was fully recovered by the time the race was halted and briskly made it over to the starting gate for the restart. He won that race and the next one handily.

Tim Hart finished behind a pair of top riders, getting a second to DeSoto in the 500 class and to Bill Payne in the 250's.

Payne led a three-Maico sweep of the 250 class to get first overall. Hart was able to beat Darrell Allen after Allen led the last moto for four laps to gain second. Allen was third overall. Payne added a third in the 500 class to his night's efforts.

Ken Zahrt topped another manufacturer's sweep in the 125 class; this time three Bultaco's took the money positions. Tom Cook and Dave Rodgers were second and third.

Tom Brooks and Sam Lopez placed one-two in the first motos, then tangled in the third one, making an unsightly heap in the first turn. Brooks got going first, couldn't straighten an ailing shifter and just pushed his bike across the finish line. He took home a first overall for himself and Carabela. A Cooke was second and the unfortunate Lopez salvaged a third.

Bruce Flanders of speedway racing-announcing repute made his motocross debut at the microphone. He did a fair job with the exception of some stupid remarks about Mexican steel when Brooks pushed his Carabela across the line.

Darrell Primrose should have stayed home Friday night. He was victimized by an over-enthusiastic Junior who exited a corner completely out of control and leaned way over. The tyro stayed leaned over on the straightaway with only the wind holding him up until he came alongside Primrose and gratefully leaned his bike against Primrose's. Primrose tried to get away but couldn't. He was being used as a bike stand at 30 mph and the leaner's handlebars were stuck someplace around the leanee's carburetor. They finally collapsed and the leaner dusted himself off and rode away without a backward glance. Primrose was treated on the spot for a painful hand injury.

(Results on page 28)

Ron Blanton, second 250 Intermediate, beats C. Meyers over the jump.

D. Croyle (A) of Phoenix joined up tonight and beat all the 250 Juniors.

New Years Gets Quiet

By Eric Raits

IRVINE, CAL., Jan. 2, 1972 – Golden silence (to a degree) reigned at Saddleback Park's CMC Motocross this Sunday as 1972's muffled racing program got underway.

For many competitors it was the first time mufflers were necessary and today's racing was a shakedown of silencer attachment methods.

Losing a silencer meant disqualification and the new edict was forcibly demonstrated in the 250 Expert class.

G. Parker and Gylon Mosier struggled for the top spot all day and Mosier came out the winner after Parker was dropped to last in the first moto for coming across the finish line sans muffling apparatus.

Mosier rode the third moto with a transmission which sounded like a coffee mill grinding bottles, stuck securely in second gear, and managed to win overall. Tillson Shumate was third.

Dave Smith won easily in the 500 Expert class, taking the first two motos. Mark Nohr and Mark Anderson went into the third moto tied for second with no chance to catch Smith for first overall. Nohr overcame a bad jump off the line, passed Smith and won the race to beat Anderson for second. Smith's starts were textbook affairs; he often had a full second over the pack when the flag dropped.

Bill Urban, this year's number one plater in the CMC, suffered a blown engine in the 250 class and went home early.

Jim Beauchamp scored a sweep in the 125 Expert class ahead of M. Roth and Al Newsom. Newsom has been riding the 500 Expert class but recently acquired a 125 Bultaco which he raves about to anyone who will listen. He says it's more fun and less tiring to ride than the big bike so he has sold the 500 classer and will concentrate on the smaller class.

The 500 provided its usual share of excitement, the first Junior division winner C. Collins being the only Junior to win three motos. Collins beat Richard Leavell and M. Phillips.

In the 500 Intermediate class, G. Keyes and K. Markley split wins in the first two races and left it to the deciding third race to select a winner. Keyes fell in the last moto while running third but managed to get up without losing a place, then went on to win the race and garner the top overall position. Markley was second and J. Henry took third.

Danny Schaffer was the winner in the other 500 Junior Division, ahead of D. Reed and G. Burroughs. Schaffer and Reed went into the last race in a virtual tie for the lead but Schaffer won while Reed dropped to fifth.

(Results on page 28)

Houston Test?

By Buzz Baty

EL TORO, CAL., Jan. 9, 1972 – Dennis Briggs has to be one of the most improved riders on the Sportsman scene. About August last year, Dennis was riding HRA as an Expert, and as a Junior in the ACA at El Toro Speedway. He was moved up to the Expert class in the ACA in the second week of August.

I don't know if Dennis was nervous, or awed by the El Toro Experts, but he seemed to lack fire, and didn't seem to really be with the program. Well, that's all changed now. He is full of fire and determination, and with the ability that he has had all the while, he is winning and big. Here's today's score: First-Open Sr. TT, First-Open Sr. short track. First-250 Sr. TT,, Second-100 Sr. TT, Second-100 Sr. short track, Third-250 Sr. short track.

Why the headline "Houston Test?" Deductive reasoning, and being just plain nosey. Dennis Briggs is the son of Windy Briggs, chief wrench for Al Goslee, the Western Region Service Manager for Kawasaki Motors Corp. Trying to keep Goslee and Briggs out of racing is like trying to keep Richard Nixon out of politics.

Windy was all smiles after the way the 250 and 350 ran, and was heard to say, "Well, get the other two engines as good as those two and we'll be ready for the frame."

(Results on page 28)

$400,000 PAID TO PROFESSIONAL MOTORCYCLISTS IN 1971

The 1971 Grand National Championship year was highlighted not only by increased attendance at each event, but prize money and contingencies.

Of the season's 21 National Championships, more than $300,000 was paid in purse money alone. In addition, contingencies paid during the year brought the prize money total to well over $350,000.

The 1972 championship season promises to provide even more prize money and contingencies to AMA professional racers.

HERCULES GETS BING

Ted Lapadakis, president of Hercules Distributing, 9825 Mason Avenue, Chatsworth, California 91311, has announced that the firm is now the exclusive distributor for Bing Carburetors for the United States. A complete line of Bing Carburetors and parts are in stock and fast shipment of orders is assured. Bing Carburetors are original equipment on DKW, BMW, and many other European motorcycles. Hercules sells to dealers only.

BABY PRO WINNER

Since the onslaught of mail was pretty heavy, both for us to open and the postman to deliver, we held off annoucing the winner of the last "Baby Pro" contest to insure everyone a chance. It seems the Kirby family of Mira Loma, Calif., (all five of 'em) decided they had the correct answer in naming Ron Moore, 37R, as the Baby Pro (pictured on the left). They were right and it happens that Kevin Kirby got his card pulled out of the vat and won $5 in the process.

We've got to call time-out in the contest series so that we can build up a file on the baby pictures. So, if you or anyone in the family, has a picture of a little tyke who is now a big name, send it discretely to Cycle News, P.O. Box 498, Long Beach, Calif., 90801 and we'll make a copy of it and return it to you pronto.

To Dotti Greenstreet, "Yeh, we're sorry we made it so easy."

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Dennis Briggs (above) has shown great improvement over the past year. Sunday, he collected three first, two seconds and a third at El Toro. (Below) Tom Doty, winner of the 100 and 125 classes in TT.

Mini-Bikes, Big Bikes in Hawaii

By Paul Maddox

HONOLULU, HAWAII – Hawaii Raceway Park closed out its 1971 bike racing season with a combined mini-bike motocross and big bike Flat Track event. The popularity of the dual show proved that more similar events are feasible in the '72 season.

The kids, in two age groups, had a fine time and wer well rewarded, thanks to the merchandise awards from Honda of Hawaii and Yamaha of Hawaii. Raceway Park provided first through third place trophies for the Honda SL-70 and Yamaha Mini-Enduro riders.

Capturing the first place trophy in the 11-14 year old division was Ainsley Lopez. The 12 year old "Club Mascot" of Waianae's Ka Moi O Makaha M/C rode a Yamaha Mini-Enduro to his victory. It looks like Ainsley isn't a mascot anymore, now he's a full-fledged trophy-winning racer. Other up and coming MX stars are Alfred Carreira, who took second place, and third place Tom Shipman. Both rode Yamahas.

In the Junior division, Fred Pereira gave notice to his older brother Joey, who rides motocross as an Expert, that the family now has two winning riders. Fred took first on his Yamaha. Guy Komori is the youngest racer in Wahiawa's Komori family, and he started his young riding career with a second place win. Boy Paradis blasted his Honda SL-70 into third place honors.

In big bike action, the Open Class Main Event was grabbed by Maico-mounted Terry Wood with Montesa rider Brian Oder taking second and Nelson Greer holding down third place.

The 1971 250 class was a clean sweep for Kailua Yamaha's Larry Robideaux. Jeff Cutter rode his Husky to second and Jerry Fowler, also out of Kailua Yamaha, won the third place gold.

Fowler didn't feel too bad about "just" third place in the 250 class, because he swept through the 175 class for top honors on his 175 Yamaha. Mike Latimore rode a Bultaco to second, and Leon Madeiros held down third in his 100 Honda.

However, Leon didn't feel too bad either, as he copped first place in the 100 class Main Event. Mike Latimore came in second on his Kawasaki, and Ivan "Hagi" Alexander was third.

Hawks a Fox

By R. D. Lewis

INDIO, CAL., Dec. 12, 1971 – Gregg Hawks, riding a Baja 100, outclassed a dozen or more of the big bikes in a field of 26, to take first overall in today's Hare Scrambles staged at Chiriaco Summit by the Coachella Valley M.C.

The rambling desert course, dipping into rocky washouts in the tricky Mecca Mud Hills north of Indio, took its toll in lost riders, busted expansion chambers and broken collar bones, but young Hawks, 16, left the competition behind including the big Huskies and Kawasaki bikes.

Hawks, the No. 12 Expert in Southern California 100 class, was running a hot second in the first 15-mile lap, then closed the gap and stayed out in front to take the first checkered flag and two firsts: first overall and first 100.

Jim Francis on a Kawasaki 250 raised a cloud of dust as he curled down the trail out of the rocky hills which comprised much of the course to take the No. 2 spot in the overall competition and the No. 1 trophy for the 250 class.

Greg Turk on a 125 Rickman rumbled off the rocks to take the third overall spot and the first in the 125 class.

Kawasaki competition, however, proved keen as the field of winners narrowed down and Don Hullett of Indio on a 100 Kawasaki grabbed fourth overall.

Jimmy Elkins of Indio on a Yamaha 360 took fifth overall and first in the Open class.

The course was tagged in red, but as the riders zigged in and out across the desert, some little orange ribbons looked like red. Unfortunately for the "color blind" racers the motocross course was a route to nowhere. By the time the mistake was realized, many a rider lay tumbled in the dirt, or scanning the horizon for a familar cloud of dust. Many of the lost simply waited for the jeep sweep at the day's end to catch a ride back to the pits.

The loose soil, so typical of the soft Mud Hills, however, spelled many an "endo" for the unwary racers. Larry Cochran, of Palm Springs, an 18-year-old who didn't want to give up, spilled into the dirt three times before breaking a collar bone as he neared the pits on his second lap.

Cram Injured in USRC Action

By Buzz Baty

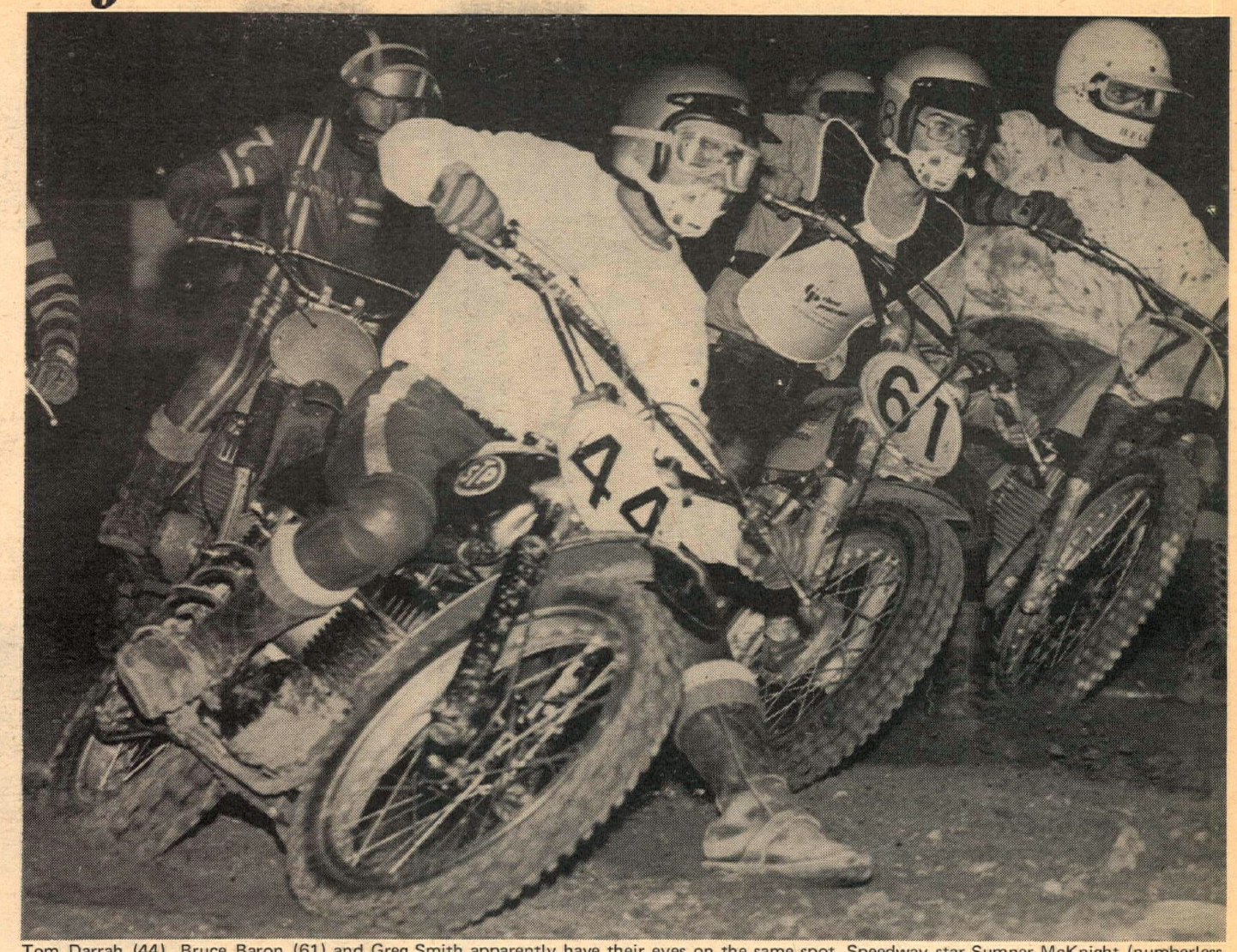
EL TORO, CAL., Dec. 17, 1971 – What started out to be, or could have been, a great night of motocross racing "fell" apart in a hurry.

Mike Cram, No. 1 MX-er in the CMC for 1971, signed up to do his thing in the 125 and 500 Int/Exp. events, he did his thing alright. On the first lap of the first moto in the 125 Int/Exp. moto, Mike hit the jump with way too much of something, and did one of those numbers from which there is no way to save it. Mike had to be 15 feet in the air with the front wheel arcing over to point straight at the ground, and that's the way he landed, krunch – man and machine suffered badly but Mike got the worst of it, a broken shoulder and much, much pain.

Rick Woods put his name on the entry list for the 250 Int/Exp. class with an AJS 250 Stormer as his mount. During practice he found the handling not to his liking, said the front end felt too heavy.

Rick got a good start in the first moto and was in second place going into the first left hand turn, this first turn is a little like 90 degree, it is more like 110 degree, and you have to set up for a small berm and a right hander at the same time. This was where Rick got off. He didn't get off hard but he was bounced around a bit by such folks as – Bruce Baron, Morris Malone, Bruce McDougal, Greg Smith, David Boydstun and that's pretty heavy company to fall in front of. At any rate the bike suffered minor damage and Woods felt that discretion was the better part of valor, and hung it up for the night.

See, Rick Woods can turn right!



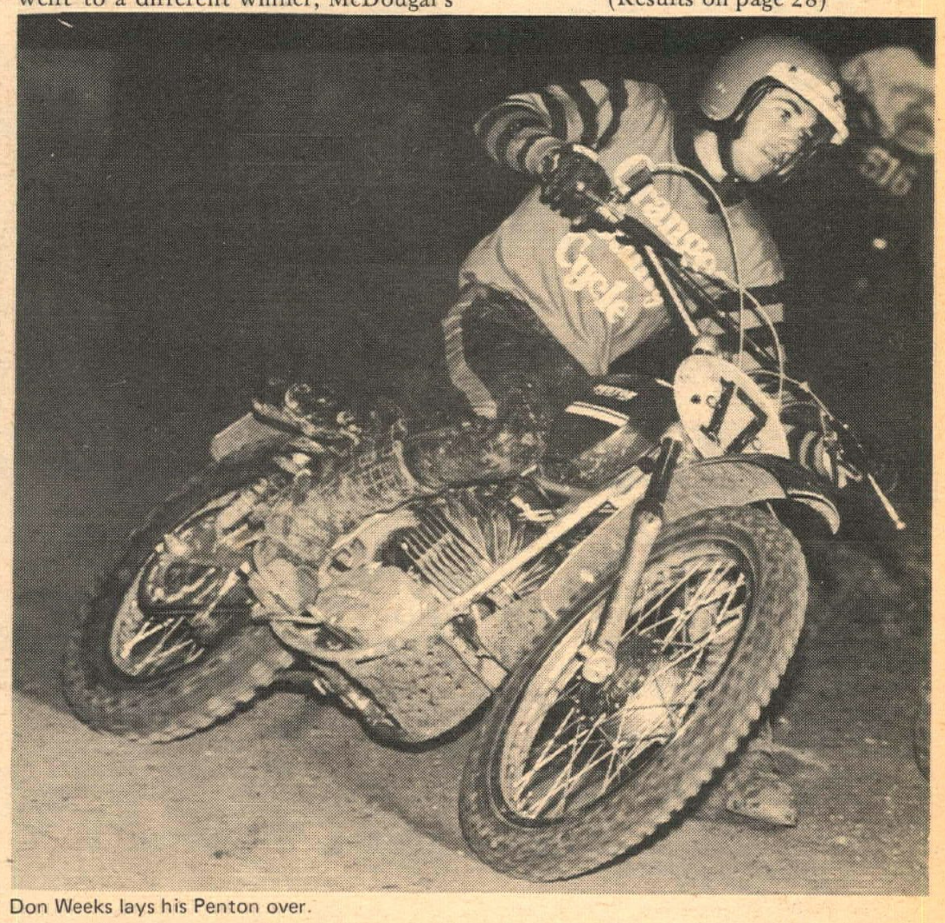
Tom Darrah (44), Bruce Baron (61) and Greg Smith apparently have their eyes on the same spot. Speedway star Sumner McKnight (numberless plate) has the same spot in mind, too.

Bruce McDougal found everything to his liking in the 250 and 500 classes, but not the 125 class. Bruce won both the 250 and 500 events, and after some close racing in both, all three motos went to a different winner, McDougal's consistency, a first and two seconds won him the overall first.

The three weeks prior to the holidays, saw Don Weeks aboard his Penton coming on fast. Tonight he did not lack any fire as he hung up a first in the 125 Int/Exp. class. Don's riding shows lots of class as well as being fast.

(Results on page 28)

Here's mud in your eye, Tom Darrah. Greg Smith is almost spotless.



Don Weeks lays his Penton over.

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Werner Schutz continues to ace Americans.

Schutz Shows USRC MXers How

By Buzz Baty

EL TORO, CAL., Jan. 7, 1972 — Werner Schutz is good. He proved that of course, in winning the Trans-AMA Support Class at Saddleback and Livermore, accompanied by much to-do about the "Americanization of Werner". So it was no surprise that Werner won the 250 class and the 500 class on his Maicos. Werner not only won the two classes with a skill and competence that the local riders have not yet attained, his winning margins were long ones. This does not detract in any manner from the skills and abilities of young men such as Bruce Baron, Morris Malone, Bruce McDougal, David Boydstun, and Chuck Bowers, all of whom are under 20 years of age and all giving away many years of experience to Mr. Schutz.

In the first 250 Inter/Ex. moto, Schutz jumped into an immediate lead and was never seriously challenged by anyone. Malone was holding second, McDougal third and Baron fourth, when a thick fog bank rolled in. The enlightening part of a rider's determination became apparent in the thick fog. Werner never slowed. Malone and McDougal slowed just a tad. Bruce Baron, who wears glasses, must have thought he had driven into the Holland Tunnel and somebody turned out the lights. With all that fog on his glasses Bruce had to virtually come to a stop. Greg Smith came by start/finish, gave a thumbs-down gesture (I think it was thumbs-down; in the fog it could have been another digit), and finished the moto in something like low gear. The rest of the 250 and 500 motos were much the same with the exception of the last 250 moto when Werner Schutz fell and Bruce McDougal, riding Bowers' 125 Penton, got the win.

Werner had a good night, with but a minor incident that seemed to upset him tremendously. While Werner was out practicing, someone ripped off a gas cap from his 405 Maico. It wasn't so much the loss of a minor item such as the gas cap that bothered him, but that it would even happen. As he said, he is friends with everyone, and hopes everyone will be friends with him and that if any fellow competitor needs something, he will be more than pleased to help them. Personally, I can't believe it was a fellow biker who ripped off the gas cap. I believe it was an unthinking souvenir hunter. Anyway, it makes me feel better to think it wasn't a biker.

(Results on page 28)

Southern Counties Racing Team, sponsored by Temple City Kawasaki, was named the number-one motocross team in Southern California by the American Cycle Association. The team, L-R: Keith Paterson (mechanic), Wen Beckwith (DKW), George Andersen (DKW), John Atwood (Penton), Paul Arakawa (DKW), and Frank Neimeyer. Not shown: Tony Duni, Gary Saverien, and Kurt Hirsch.

Chuck Bower (3) and Bruce Baron (11) are even into the turn.

Manufacturer Showdown Fails to Draw Entries

By John Grout

VALENCIA, CAL., Jan. 2, 1972 — Today's motocross racing extravaganza on the Shadow Glen course at Indian Dunes Park, billed as a "Manufacturers' Sweepstake" but which, unfortunately, was canceled due to lack of participants, turned out to be an awesome, peg-to-peg, pier-six brawl, involving John DeSoto and Werner Schutz.

Each tried to educate the other in the rudiments of motocross racing, but actually locked handlebars on the Glen track, putting on one of the fiercest displays of riding talent ever to be witnessed! In each of two, 20-minute Open Senior heats, there was never more than a couple of bike lengths between the pair of front-runners.

The "Flying Hawaiian" DeSoto, who was mounted on a Suzuki, led Maico-rider Schutz, a German-born 'crosser of International calibre, now residing in Burbank, Calif., from the snap of the rubber swatter, to the drop of the checkers, during the initial heat for the class.

The one possible chance which Werner might have had for winning that first moto, was "tubed" on the final lap for the event. Upon spotting DeSoto's chamber dangling loosely from its mounting bracket, Schutz rolled the wick up and closed ground on the leader at a voracious clip.

DeSoto's expansion tube did come off, landing square in the path of a rocketting German. And after Schutz had picked himself up from the dirt, he managed a squeaky second place finish over a charging CZ manned by Jim Wilson.

The second heat for the Open clan, was a horsepower of a different color. Schutz juiced it heavily from the starting line and roared into an immediate lead. However, it was to be DeSoto's day.

At approximately the halfway mark, flying John gained the front spot, rolling to a two-for-two overall victory, while finishing behind second place Schutz were Jim West (Hus), Wilson (CZ) and Maico-mounted Billy Payne.

Eighteen-year-old Mike Hartwig of Hadley, Mich., justified both the advance ballyhoo concerning his 139 motocross victories, and the faith which Kawasaki exhibited in the young man's great ability. After the cancellation of the production races, Kawasaki, which had flown Hartwig to the West Coast especially for those heats, elected instead to allow the Kawi Snorter to campaign a stock bike in an awesome field of 250 Seniors, divided into two classes before transferring to the money motos.

In the first moto for the 250 Seniors in division "B", young Hartwig collected a third against such racers as Rex STaten, a 16-year-old whirlwind who rides a CZ; Maico-pilot, Tim Hart; Doug Grant (AJS); and Tom Rapp, whose Bultaco was forced from the race in the early laps. Then, in the second heat, Hartwig finished directly behind leader Staten's stinger.

When the 250's roared into Main Event action, however, Hartwig's almost incredible bid to larrup the heated-machinery came to an abrupt halt on the Shadow Glen front-chute. He center-punched a bike that had stalled and was parked in the middle of the racing strip.

With the super-swift and popular underdog out of the contest, a brilliant battle ensued between Schutz, Hart, Staten, Grant and Dick Eierstedt (new Maico); which was also the final order of finish.

Dave Rodgers, doing his sliding on a "Steve's" Bultaco, served notice that he's fully recovered from recent injuries, as he spotted "Mr. Bultaco," Tom Rapp, to a victory in the first moto for the 125cc Seniors; then gobbled the gang during the second whistler, to end up at the top of the day's result sheet. The four runner-ups with which Rodgers had gotten nasty, included Charles Mott (Pen), Gary Bevans, another just removed from the injury list and who was wowing the many spectators with his natural racing talent while mounted on a rapid Yamaha; Larry Watkins (DKW) and Bob Brooks on a Carabela stocker.

Among the winners in other divisions, were: Ron Smalley (Pen), Paul Clark (Mon) and John Maroney (CZ), all of whom were debating the final outcome of the Old-Timers' events; and Puch-Puffer, Joan Wilson, who beat the distaff bike thrashers.

Their respective Junior divisions were scuttled by Dan Spaethe (Hod, 100cc), Joe Root (Bul, 125cc), Tom Claire (CZ, 250cc), and the Open winner, Russ Benson, who rides a CZ.

(Results on page 28)

PRO SAFETY

Beginning this year all AMA professional racers will be supplied with a personal medical information card developed by the staff with the help of medical experts. With his license each rider will receive a card containing vital information extracted from a new and more detailed medical questionnaire. All riders entered in an event will carry their medical information card in a special leather pouch supplied with the card and worn inside the protective leather clothing. Thus, trackside physicians will always have vital medical information.

Yet another safety improvement resulted from the recent session of the AMA Competition Congress where a working agreement with the newly revitalized and restructured Safety Helmet Council of America was authorized. By recognizing SHCA standards and authority, the AMA has aligned itself with a policing organization that is prepared to insure the quality of helmets available to the professional racer as well as the public at large.

gambit

By Ron Schneiders

One "Tough" Enduro.

A new enduro season is about to begin and from the comments that I've heard there are plenty of riders around here who hope it won't be anything like the last one. The comments vary but most voice a singular sentiment: The last few enduros has been too tough.

They have been tough; no getting around that. In September we had the San Bernardino run that combined heat with miles and miles of rock. A man died in that one. Then the Jackass which had the worst downhill in District 37 history right near the start and got harder from there on out. And finally the Last Chance which many felt was the Last Straw. That one was an unremitting series of steep rocky hills linked with rocky canyons and speed averages that always seemed to be at least 10 mph faster than was humanly possible. And that's not to mention the 200-mile Golden Bear and Hawthorne National Championship, neither of which could be called easy. Yes it was a tough fall. But was it too tough?

Within the sport there are three factions. There are those who see enduros as timekeeping events run over rough ground, who spend at least as much time on their instrumentation as they do on their bikes. They thrive on tricky checks and oddball speed averages. Those guys haven't enjoyed this season very much.

Then there are those who see enduros as junior league ISDT's, and who regard the timekeeping aspect as an unnecessary hangover of days past. For this group nothing is too tough as long as the motorcycle can be pushed, hauled, shoved or dropped over, around, or driven through the obtacle.

And of course there are the moderates who like a combination tough and easy going along with sophisticated timekeeping. There's not much new here. These three groups have been arguing the merits of different types of enduros for years. The sport swings like a pendulum between them. The sadist's finest moment signals his downfall as entries in his destruction derby fall below the level of economic viability. Then the clockwatchers throw a few easy-to-ride events and entries start climbing again. Soon someone like myself will complain in print that the runs are getting dull, and back we go again. Yin and Yang.

But in the games of the aficionados, someone is forgotten. The beginner, the newcomer to the sport climbs on the brass ball unaware that it is a pendulum and if the Gods are smiling he gets aboardwhen the clockwatchers are in full swing and has a season of easy riding. But God help him if his crossed-star destiny puts him aboard on the night side swing. I took some beginners to a recent enduro. They won't go back again. They think we're all nuts.

You might say, "Who needs the beginners? It's getting to the point where there are too many entrants anyway." But this is short sighted. And besides, there's a new group of enduro riders developing. An Eastern journalist, Bob Hicks, calls them the Permanent B riders. They are beginners or near beginners who regard the enduro as an organized trail ride. They ride strictly for fun but even these hang-loose types start getting a bit uptight when they get disqualified by the second check.

Last year in Northern California there was an enduro called the Cowbell. In the course of that run some 900 riders became mired in a muddy hole and many spent the night. All sorts of rescue operations were needed and the bad publicity threatened the entire sport in that part of the state. As far as I can determine, what really happened was this: For several years the club had been throwing easy scenic runs, each year attracting more and more of the beginners and Permanent B riders. Contestants were showing up on ill-prepared machines, with unsuitable gear (like street shoes!) with little or no riding skill because friends told them the Cowbell was fun to ride and easy. The the club decided to throw a normal enduro and, with a little bad luck in the form of bad weather, they produced a disaster of epic proportions. As far as I know, none of what might be called the real enduro riders spent the night or even thought it was a particularly difficult run.

It seems painfully obvious to me that there exists a spread of skill in the enduro riding sport that is too great to be successfully broken down into just two classes. Three, maybe even four, would be more like it. It also seems to that all riders should not be riding the same events. District 37 hasn't had a "Cowbell" yet, but we're due. Anyone care to conjure a nightmare in living color? Imagine a nice heavy rainstorm such as we get out in the desert once in awhile occurring about 9:30 of the morning they ran the Last Chance...Beginners should not have been on that run.

Next year the AMA is going to ask every contestant by post card of every National enduro for his opinion of the particular run. With about 10% finishers, you want to guess what kind of rating The Last Chance would get? Or how 'bout the Jackass with 20% finishers? Yet both of those were good runs — if you were a reasonably experienced rider.

Where do do we go from here? Will those clubs throw the same kind of run next year and stoically accept the inevitable bad rating and lose their National the following year? I doubt it. The runs will get soft and the ratings will soar.

But in that case when do we ever produce a rider who can go back and score in the Jackpine and the Berkshire the way Eastern riders can score at will in California events?

Even more to the point, the enduros are the natural training ground for the ISDT — if they're tough. If they're not, what ISDT riders California produces will continue to come from the ranks of the racers.

We need classified enduros. With only good riders riding runs like the Las Chance and the Jackass, the percentage of finishers would go up and the rating would be high as well. The better riders would ge the kinds of riding they need to become competitive in events outside of our own backyard. The clubs wouldn't have to downgrade the events to get a good rating.

Beginners and Permanent B riders need runs too, but they don't belong in the National Championship Enduros. Is District 37 going to stand idly by while others fill the need and then downgrade the Championship runs in a futile attempt to reclaim what they lost by default? It would seem so.

We need a better classification of riders, obviously. Any B rider who finished the Last Chance enduro does not belong in the same class with rank beginners. We also need better classification of machinery.

District 37 wants the ISDT in 1973. It's a worthy goal. But the few people in Southern California who know anything about the ISDT aren't very involved with the enduro program; that's being run by desert racers. Silly as it seems, enduro riding in Southern California is still regarded as a mild form of desert racing. With a dozen strong enduro clubs in District 37, we'd have no problem getting the ISDT. With two enduro clubs and a bunch of racing clubs that throw enduros when they need the bread, our chances aren't that great. The cream of the world's off-road competition talent is not going to flock to southern California to ride our tired whoop de doos. And face it, there wasn't an enduro held last year in District 37 that used a single mile of trail that wasn't desert. The Greenhorn went through the Angeles forest, but all on roads and that was the closest we go to trees and water and mud which is the traditional stuff of the ISDT. If we can't throw an enduro any place but in our sand box, how do we convince the world that we can handle a bitchen ISDT?

District 37, we need a real enduro program, not just a point steward and a "Business as Usual" sign.

the latest poop

By Papa Wealey

(Cont'd. from page 2)

Trans-AMA series), we would like to see the AMA establish some clear-cut guidelines as to what constitutes an "American" rider. Perhaps, for starters, that as soon as a fellow has resided on our shores for a period of exactly one year, he can be eligible to ride in an exclusive National class. But no more instant citizenship.

* * * * *

Those of you who want to drop SUPER JOE EINHORN a line can reach him in care of J.K. Cycle Inn, 12545 San Pablo Ave., Richmond, CA 94805.

* * * * *

Sidecar aces BOB BAKKER and BOB BENDER are pleased to announce that JAN HOUTEN of the Netherlands will be supporting them this year. Houten, a hotel-owner and restauranteur, already supports two other sidecar teams under the banner "Dutch Sidecar Racing Teams." Bakker and Bender will ride their own MGF 750 Cougar and use a BMW 500 for international events.

* * * * *

JIM CONNOLLY, who carried District 37's heavyweight scrambles number one plate in 1971, had a run-in with an oak tree on the Shadow Glen course.

Jim, testing bikes for Dirt Bike Magazine and watching the C-Z school, was on a new Yamaha MX when he lost the front end and flew into the tree. The impact crushed the tip of his hipbone and latest word is that Jim will be confined to a wheelchair for four months.

* * * * *

After a few years on the motocross courses, JOHN RICE will return to Scrambles action in a full-bore attempt to win the number-one plate. John R's back has been bothering him since the bad spill in Canada in the middle of the year, and the bouncie-bouncie sport only aggravates the condition.

* * * * *

New District 37 No. 1 Heavyweight JEFF SEXTON has opened a new Maico dealership in Chino, California. He calls it Track-N-Travel (T.N.T. Enterprises). Jeff sells expansion chambers and other handbuilt goodies to go along with the mount that carried him to the No. 1 plate.

* * * * *

DANNY HOCKIE will not be in serious contention for the No. 1 lightweight plate this year. He will be riding a lot of desert, getting ready for the Mint 400. His plans also include the securing of a professional license and an assault on Ascot.

* * * * *

Promoter DON BRYMER who'll be hosting a Yamaha Cup race at Florida's famed Hialeah in April, went to a high-class French restaurant in Palos Verdes, California with some friends recently. The Maitre d' asked Don what kind of wine he wished with his meal. "Just bring me something big and red!" replied the rough-hewn promoter. The waiter returned with a bottle of ketchup, so we are told.

* * * * *

Be sure you got batteries in your transistor. The Bonneville Radio Network's first 1972 motorcycle venture will be the nationwide broadcast of the Road Atlanta races in April. Radio will beam five minutes a day of Daytona Speed Week to fans across the nation and other AMA biggies as well.

* * * * *

Be sure to read publisher CHUCK CLAYTON'S column on the new "motor voter". After that, find one of those ubiquitous voter registration tables and sign up. You 18-year-olds represent some earth-shaking political power, so have fun and use it. While we're on the subject, why don't some of you promoters stick a registration booth in the pits at the bigger races? Better yet, why not make it mandatory for each motorcycle club to have its eligible members registered to vote and send the figures to MIC, MORE, AMA, etc., so the industry can accumulate the figures and let the general public and the legislators know about our "motor voter" power.

* * * * *

JIM HUNTER is planning to cow-trail Baja in the reverse direction sometime around April. Plans include trucking the bikes to Ensenada and air freighting them by Mexican Airlines to La Paz. Among notables invited for this expedition are BRUCE BROWN, the WIXON BROTHERS, JERRY BRANCH, AK MILLER and DON SPARGUR. Jim, who held the D-37 Heavyweight scrambles plate quite a few times, gets down to Baja as much as possible to ride country as open as it used to be here years ago.

* * * * *

Superhero Evel Knievel points out that amateur racers are exempted from buying CMC licenses for his big SNAKE CANYON MOTOCROSS May 6. Professionals racing for the $25,000 Sunday purse May 7 will, of course, need licenses, but the Saturday heroes will only need the $7 CMC membership. Like last year, Evel has trophies for all! Information and entries are from CMC, Box 1402, Costa Mesa, Cal. 92626.

* * * * *

Jack McCormack and Associates, who brought you the Honda, Suzuki and American Eagle, have settled their suit with Wall St. victimizers for $10.5 million and will be going ahead with motorcycle manufacturing and distribution plans here.

* * * * *

Seen at the Long Beach motorcycle show: DON BROWN, looking ready to get back into bikes after a profitable stint in housing development. BILL GRAPEVINE, with a new trials and a motocross frame to house several types of engines. DAN BURNS, Buco's answer to Don Rickles. BOB BRAVERMAN, all scuffed up from a test spill, and, of course, MINI MOORE.

* * * * *

The CARLSBAD GRAND PRIX of last September 19 will be telecast on the ABC WIDE WORLD OF SPORTS this coming Saturday, January 15. If you can convince someone it's a live program, here's how to make your bets: Sylvain Geboers, 500 International; Brad Lackey; top American and fourth overall; Tim Hart, 250 National.

Longshot: Bet someone there is over 25,000 people there. Of course, no one with any intelligence will believe you, but sure enough, that's what they are still claiming.

* * * * *

BOB GROSSI is back once again, cleaning the 500 class at the MRA motocross this past Sunday in Monterey. Our man-on-the-scene Sam Mangalin reports Bob looked great although he is still a bit sore. Bob is now leaving for Florida to ride the Winter-AMA series.

* * * * *

GARY BAILEY will conduct a motocross school Saturday, January 15 at Laguna Seca Cycle Ranch. Check the Calendar for details. Gary will hang around Dirt Bike cycle shop in San Jose during the week if you want to harangue him.

* * * * *

SUPER JOE EINHORN was finally contacted by Evel Knievel. It occurred while Joe was in intensive care after his Cycle Circus accident last December. Evel called the hospital but Joe was unable to take the call, and when he arrived in a regular room, there was a wire from Knievel expressing sympathy for having had a "fall that I have had."

m.o.r.e.

(Cont'd. from page 5)

their network.

Certainly, some of these communication-networks overlap, as would be the case of a CMIC dealer who personally races in AMA sanctioned events and also belongs to MORE. He is tied in to three separate communication networks, each supplying him with somewhat different information that he must possess to provide true customer satisfaction.

My position is somewhat enviable, because my relationship with the MIC, the CMIC, the AMA, and MORE tends to set our Capitol Office up as a 'clearing house' for information. And this combined information is what our legislature and our members want to know. Think what a mess we'd be in if each of these organizations quite sharing information and went their own, separate, individual ways. Panicsville!

Let me assure you that our position as a lobbying activity, whether it be with the legislature on the various land-use agencies, is *greatly strengthened* by our expanded scope of representation.

So, to answer the question, I must say that, "Yes. As long as there are members willing to help with the financial burden, or, as long as I can figure out ways to 'feed my animals', there will always be a full-time, active MORE working in your behalf." Hopefully, there will always be an MIC, a CMIC, an AMA, and all of the other organizations which are doing so much to protect your interests.

Please address all inquiries and/or comments to MORE, P.O. Box 26062, Sacramento, CA 95826.

HRA STANDINGS
TT — 1971 Continued

21. Terry Stannart	770
22. Nate Ezell	765
23. Steve Okuda	740
24. Dean Butterfield	730
25. Gary Kauffeld	720
26. Thomas Howe	710
27. Ted Mainini	715
28. Craig Johnson	710
29. Steve Young	700
30. Roy Addington	695
31. Orville Van Hee	680
32. Bob Gonzales	675
33. Richard Lizardo	665
34. Robert Crecelius	640
35. Ron Powell	630
36. Bob Farmer	620
37. Julie Schamel	580
38. Doug Sherman	560
39. Mark Springer	545
40. Clyde Grizzle	500
41. Doug Perrault	495
42. Kirk McCosh	480
43. James Russell	470
44. Carrol Heighland	450
45. Roy Widener	450
46. Don Williams	440
47. Gary Brugh	435
48. David Udor	435
49. Bill Burton	435
50. Gary Roderick	435
51. Pat Dale	420
52. Mike Posey	420
53. Dan Carlton	410
54. Willie Hockie	405
55. Jon Talarico	405
56. Robert Butt	400
57. Tony Dell	390
58. Mike Yorba	390
59. Gary Drake	385
60. R. P. Bodenhamer	380
61. Joe Black	380
62. Jack Freeman	375
63. John Osenbaugh	375
64. Eddie Drake	370
65. Don Chambers	370
66. Walt Foster	360
67. Gary Tanner	365
68. Rodney Parsons	350
69. Jack Vaughn	350
70. Joe Herrera	345
71. Roger Dobbins	340
72. Robert Morgan	340
73. Jim Maupin	330
74. Dave Yaryan	320
75. Neil Winston	320
76. Jack Whittle	320
77. Fred Timberlake	315
78. Danny Hockie	315
79. Bill Barning	315
80. Randy Sherrard	305
81. Reny Herrera	300
82. Jon Calicchio	295
83. Robert Moores	295
84. Steve Gehrke	295
85. Rob Morrison	290
86. Keith Crrcelius	280
87. Tom Johnson	275
88. Dan Bousman	270
89. Robert Wuller	265
90. Greg Mitchell	265
91. Bobbie Reen	260
92. Steve Reynolds	260
93. Louis Gimenez	260
94. Kevin Larick	255
95. Bruce Nordstrom	250
96. Keith Edwards	250
97. Roger Dehne	250
98. Tom Ryan	250
99. Jim Reon	245
100. Phillip Privett	245
101. Terry Morairity	240
102. Brian Coakley	240
103. Stan Sweaney	235
104. Scott Black	235
105. Dean Aucutt	230
106. Bill Bartells	225
107. David Lujan	225
108. Richard Muser	220
109. Karl Wilson	215
110. Don Grigsby	215
111. Dana Settler	210
112. Don Tallman	210
113. Chet Burt	205
114. Jay Dalton	205
115. George Gillespie	205
116. Mike Chamberlain	200
117. Mike Hanna	200
118. Charles Nee	195
119. Jim Wood	195
120. Jack Dannerberg	190
121. Jay Hunter	190
122. Rick Milner	190
123. John Peterson	190
124. Dan Quick	185
125. Greg Ferguson	180
126. Steve Nicols	180
127. Jerry Thomason	180
128. Steve Waller	180
129. James Watson	180
130. Mark England	175
131. Howard Hooper	175
132. Mike Murphy	175
133. Skip Taylor	175
134. Erric Arras	170
135. Toby Sweaney	170
136. Mike Thomas	170
137. Gary Woods	170
138. Gary Anderson	160
139. Thore Dunn	160
140. Perry Armstrong	155
141. Brian King	155
142. Mark Mathis	155
143. Ed Mitchell	155
144. Dan Corbett	150
145. Tommy Francisco	145
146. Paul Kastriades	145
147. Mark Love	145
148. James Loveleady	145
149. Ralph Perzelt	145
150. James Steward	145
151. Doug Wallace	140
152. Rocky Morales	140
153. Craig Roloff	140
154. Frank Baries	135
155. Mike Murray	135
156. Rod Besman	130
157. Fred Corley	130
158. Tom Jarnagan	130
159. David New	130
160. Tom Norcernio	130
161. Wes Drennan	125
162. Brad Dugan	125
163. John Faries	125
164. Duke Wyrenbek	125
165. Randall Besman	120
166. Randy Conner	120
167. Elaine Smith	120
168. John Sperry	120
169. Dallas Crumpton	115
170. Mike Byars	115
171. Tony England	115
172. Jerry Greeer	115
173. Al Smith	115
174. Jerry Aucutt	110

MOTOCROSS
Indian Dunes
Valencia, Calif.
Jan. 2, 1972
By John Grout

OLDTIMES	
NOVICE	
Ron Smalley	Pen
David Bartlett	Yam
Bob Coffman	DKW
AMATEUR	
Paul Clark	Mon
Dick Frampton	Bul
Dick Bower	Bul
EXPERT	
JOhn Maroney	CZ
Chuck Miller	Suz
Dana Wilson	CZ
POWDER PUFF	
Joan Wilson	Puc
Karen Trow	Bul
Janice Kline	Ste
125 JR.	
Joe Root	Bul
Billy Poore	Bul
Rudy Del Pardo	Yam
100 JR.	
Dan Spaethe	Hod
John Wozniak	Hod
Fred Hoblit	Pen
250 JR.	
Tom Claire	CZ
Jim Hale	Bul
Bisky Arnold	Mai
OPEN JR.	
Russ Benson	CZ
Rick Lawson	Hus
Jim Mericer	Mai
125 SR.	
Dave Rodgers	Bul
Charles Mott	Pen
Gary Bevans	Yam
250 SR.	
W. Shultz	Mai
Tim Hart	Mai
Rex Straten	CZ
OPEN SR.	
John DeSoto	Suz
Weiner Schulz	Mai
Jim West	Hus

INDOOR SHORT TRACK
Cow Palace
San Francisco, Calif.
Jan. 1, 1972
By Bill Spencer

MAIN 2:23:284	
Ken Roberts	Yam
Bill Morgan	Bul
Len Hatten	Bul
Jim Odom	Yam
Bob Scally	Bul
Al Kenyon	Bul
Dennis Brennan	Bul
Bob Goodman	Bul
Ed Rosman	Bul
Jim Foley	Yam
Pat McCaul	Oss
Gary Lozano	Bul
CONSOL. 1:38:952	
Steve Foster	Bul
Paul Bostrom	Oss
Bud Smith	Bul
TROPHY DASH 29:601	
Ken Roberts	Yam

INDOOR SHORT TRACK
San Jose, Calif.
Dec. 18, 1971
By Bill Spencer

100 NVOCE	
Dave Faria	Hon
Earl Paz	Hod
125 NOVICE	
Toni Tornquist	Bul
Rick Wall	Bul
100-125 JR.	
Bruce Hanlon	Kaw
Rich Alquist	Yam
Wayne Lawrence	Suz
100-125 EX.	
Chuck Kole	Yam
Benny King	Yam
175 NOV.	
Larry Russell	Mon
Bell Bethell	Oss
200 NOV.	
Don McIver	Bul
Frank Barrera	Bul
200 JR.	
Carl Blackledge	Bul
Pat Walker	Bul
250 NOVICE	
Vince Cardinall	Bul
Dan Contreas	Bul
Terry Silva	Bul
250 JR.	
Tim O'Brien	Bul
Thorton Smith	Bul
Terry Otten	Bul
250 EX.	
Rick Hocking	Bul
John Gennai	Bul
Jerry Kole	Bul

INDOOR SHORT TRACK
San Jose, Calif.
Dec. 26, 1971
By Bill Spencer

100 NOVICE	
TOm Coelman	Hod
Craig Dahl	Hon
Ed Ingoglia	Hod
100 JR/EX.	
Randal Booth	M-B
Wayne Lawrence	Suz
125 NOV.	
Phil Fuentes	Bul
Rick Wall	Bul
Daryl Musto	Bul
125 JR/EX.	
Benny King	Yam
Rich Alquist	Yam
175 NOVICE	
Larry Russell	Mon
Bill Bethell	Oss
Mitch Perri	Yam
200 NOVICE	
Frank Barrera	Bul
Don McIver	Bul
175-200 JR.	
Carl Blackledge	Bul
Pat Walker	Bul
250 NOVICE	
Al King	Yam
Doug Herley	Oss
Mike McCabe	Yam
250 JR.	
Manuel Datan	Yam
Ed Nunes	Bul
Terry Otton	Bul
250 EX.	
John Gennai	Bul
Rick Hocking	Bul
Roy Taboada	Bul

CMC MOTOCROSS
Lion's Dragstrip
January 7, 1972
Wilmington, Calif.
By Eric Raits

125 EX.	
K. Zahrt	Bul
T. Cook	Bul
D. Rodgers	Bul
250 EX.	
B. Payne	Mai
T. Hart	Mai
D. Allen	Mai
500 EX.	
J. DeSoto	Suz
T. Hart	Mai
B. Payne	Mai
100 JR.	
D. Spaethe	Hod
T. Bragdon	Yam
K. Ames	Yam
125 JR.	
B. Alderman	DKW
J. Nagar	Bul
J. Quintana	DKW
250 JR.	
D. Croyle	Mai
R. Halopoff	Bul
J. Lewis	CZ
500 JR.	
K. Alexander	Mai
B. Follmer	Mai
J. Aldon	Mai
125 INT.	
T. Brooks	Car
A. Cooke	Yam
S. Lopez	Bul
250 INT.	
R. Fagin	Mai
R. Blanton	Bul
L. Stokey	Mai
500 INT.	
R. Zingg	Suz
C. Ross	CZ
G. Dranow	CZ

MOTOCROSS
Deadman's Point
Dec. 5, 1971

POWDER PUFF	
J. Wilson	Puc
S. Staten	Oss
S. Craghead	Yam
MINI BIKE	
C. Wilsford	Yam
K. Bryant	Hon
M. Fredericksen	Yam
C. Stuebner	Yam
100 JR. DIV. I	
D. Spaethe	Hod
R. Fudge	Yam
B. Gifford	Hon
B. Cordie	Pen
R. Brown	Hon
100 JR. DIV. II	
D. Brown	Hod
J. Lowell	Hod
R. Kessler	Hod
B. Evans	Hod
J. Dial	Hon
125 JR. DIV. I	
K. Coverstone	Bul
T. Delatorre	CZ
B. Frye	Yam
R. Napier	Yam
D. Dube	Suz
125 JR. DIV. II	
T. Lamar	Bul
V. Tamietti	Yam
B. Twinting	Bul
J. Jacks	Yam
R. Featherston	Bul
250 JR. DIV. I	
T. Claire	CZ
R. Burns	Oss
C. DeBoer	Yam
D. Bakkedahl	CZ
250 JR. DIV. II	
M. Crater	Yam
D. Albright	CZ
D. Lewis	Hus
B. Nelson	Hus
250 JR. DIV. III	
E. Strummer	CZ
R. Frederiksen	Bul
D. Kruse	Mai
D. Brown	CZ
500 JR' DIV. I	
J. Sundona	Mai
R. Miller	Mai
C. Lewis	Hus
500 JR. DIV. II	
J. Habel	Mai
B. Church	Suz
W. Roach	Hus
100 INTERMEDIATE	
S. Aageson	Ric
100 SR.	
R. Boten	Suz
125 INTERMEDIATE	
T. Walters	Suz
J. Rich	Suz
125 SENIORS	
G. Cannady	DKW
K. Zahrt	Bul
C. Bower	Pen
D. LaPorte	Ric
250 INTERMEDIATE	
C. Lee	Mai
250 SENIOR	
J. Wilson	CZ
J. Robinson	CZ
W. Sullivan	CZ
500 INTERMEDIATE	
S. Miller	Mai
500 SENIOR	
J. Wilson	CZ
G. Cannady	Yam

ALL-JR. MOTOCROSS
Muntz Cycle Park
Dec. 12, 1971

100cc	
D. Paethe	
W. Bird	
G. Corcoran	
B. Cappel	
P. Flores	
125cc DIV. I	
L. Thompson	
D. Alexander	
B. Abilez	
MI	
R. Kehoe	
125cc DIV. II	
D. Stone	
K. Carpenter	
B. Alderman	
T. Wilder	
S. Gannon	
250cc	
D. Ryan	
B. Hughes	
K. Post	
S. Gravesen	
T. Tennigkeit	
400cc-OPEN	
J. Miller	
Rod Kershaw	
Rich Kershaw	
180	
D. Blue	
POWDER PUFF	
Sally Dowdle	
Nancy Daggs	

WINTER SCRAMBLES
Woodland, Wash.
Dec. 19, 1971
By N.A. Williams

100 TROPHY DASH	
Butch Waymire	Ric
100 A MAIN	
Butch Waymire	Ric
Rupert Dykstra	Yam
Chuck Anderson	Kaw
100 B	
Bill Keyser	Pen
Jim Herschback	Suz
Gary Fisher	Kaw
100 C	
Tony Wade	Kaw
Steve David	Kaw
100 CONS.	
Diane Cox	Suz
200 TROPHY DASH	
Don Dodge	Kaw
200 A	
Don Dodge	Kaw
Rupert Dykstra	Bul
Butch Waymire	Ric
200 B	
Neal Hulet(forfeit)	Hon
Mark Noren	Yam
Jim Herschback	Suz
200 C	
Robbie Gore	Yam
Gary Fisher	Kaw
250 CONS.	
Brad Smith	Yam
250 TROPHY DASH	
Gary Kapus	Yam
250 A	
Bill Cook	Mai
Bill Ehrens	Kaw
Gary Kapus	Yam
250 B	
Ed Herrmann(forfeit)	Bul
Robby Ohge	Mon
Gerry Gilles	Kaw
250 C	
Rich Hotchkiss	Kaw
Brian Taggart	Kaw
250 CONS.	
Brad Mills (forfeit)	Kaw
360 TROPHY DASH	
Bill Cook	Mai
360 A	
Bill Cook	Mai
Gary Kapus	Yam
Chuck Joyner	Kaw
360 B	
Brad Taggart	Kaw
Gerry Gilles	Kaw
Mike Yoder	Kaw
360 C	
John Wright	CZ
Jim Spears	Yam
360 CONS.	
Larry Kohler	CZ
OPEN MOTO	
Jim Herschback	Suz
Howard Bushman	BSA]

INDOOR SHORT TRACK
Cow Palace
San Francisco, Calif.
Dec. 17, 1971
By Bill Spencer

MAIN 2:20;027	
Ken Roberts	Yam
Mike Yarn	Bul
Bob Scally	Bul
Pat McCaul	Oss
Dave Hansen	Suz
Rick Hocking	Bul
Jerry Baugh	Oss
Steve Hernandez	Oss
Ivan Shigemasa	Bul
Gary Lozano	Bul
Les Costanza	Oss
Bill Morgan	Bul
CONSOLATION 1:35:344	
Neil McGregor	Oss
Jim Crenshaw	Bul
Mat Falconer	Bul
TROPHY DASH	
Gary Lozano	Bul
MINI-BIKE	
Tony Alves	

MOTOCROSS
Bay Mare Track
Moorpark, Calif.
Dec. 19, 1971

125 JR.	
Joe Root	Bul
David Kolbe	Ric
Larry Robertson *	DKW
Danny Wade *	DKW
* Tied	
250 JR.	
Frank Mathews	Bul
Tom Claire	CZ
Wes Goebel	Kaw
Bob Vanstee *	Bul
Scott Hartley *	CZ
* Tied	
OPEN JR.	
Cris Knoulton	Hus
Steve Rawson	Suz
Don Hicks	Suz
Nick Pavone	CZ
125 SR.	
Ken Zahrt	Bul
Ray Lopez	Suz
250 SR.	
Greg Robertson	CZ
Jon Vandeegaeest	CZ
Skip Kreps	Bul
OPEN SRS.	
Tom Zahnter	Gre
Steve Rauch	CZ
Pete Staples	CZ

USRC MOTOCROSS
El Toro, Calif.
Dec. 17, 1971
By Buzz Baty

SCHOOL BOY	
Brad Dutoit	Yam
Jeff Ward	Yam
Gene Woods	Yam
100 JR. DIV. 1	
M. Brown	Hod
K. Duncan	Yam
K. Mischel	Yam
100 JR. DIV. 2	
G. Tamietti	Bul
J. Wearda	Kaw
M. Lantry	H-D
125 INTER/EXPERT	
D. Weeks	Pin
D. Carson	Yam
B. McDougal	Yam
125 JR. DIV. 1	
V. Tamietti	Yam
J. Corder	Suz
L. Tidwell	DKW
125 JR. DIV. 2	
J. Frazier	Yam
E. Coulture	Yam
D. Smith	Yam
250 INTER/EXPERT	
B. McDougal	Yam
G. Smith	Mai
M. Malone	Yam
250 JR. DIV. 1	
R. Erwin	Hus
J. Sawazhki	Mai
D. Shephard	Mon
250 JR. DIV' 2	
J. Smith	Ric
B. Hudson	Oss
No. 26	—
500 INTER/EXPERT	
B. McDougal	Yam
G. Smith	Mai
M. Causey	Mai
500 JR.	
S. Kaffer	Hus
L. Martin	Suz
R. Badham	Hus

HARE SCRAMBLES
Vikings M.C.
Lucerne, Calif.
Jan. 9, 1972
By Dick Wright

Whitey Martino	500 Ex	Hus
Mitch Mayes	500 Am	Hus
Howard Utsey	500 Ex	Suz
Jack Knebel	500 Ex	Hus
Art Knapp	500 Ex	Hus
Larry Pfutzenrueter	250 Ex	Bul
Forrest Wright	500 Am	Hus
Bud Feldkamp	500 Am	Hus
Allen Lund	250 Ex	Bul
Tom Smith	500 Ex	Mai
Bruce Dunford	500 Ex	Hus
Larry Bergquist	250 Ex	Bul
Hoyt Statham	500 Ex	Hus
George Walker	500 Ex	Kaw
Brent Wallingsford	175 Am	Oss
Bill Friant	175 Ex	Puc
Cordis Brooks	100 Ex	Hod
Larry Roeseler	100 Ex	H-D
Steve Ellsworth	250 Ex	Bul
Tom Poteet	250 Ex	Bul
Marty Reider	500 Am	Hus
Kirk Gibson	500 Ex	Hus

ACA MOTOCROSS
Saddleback Park, Calif.
Jan. 9, 1972

125 JRS.	
Jeffrey Vidic	Pen
Dan Radlauer	DKW
TOmmy Devore	Ric
125 INT.	
Chris Jackson	Pen
Jon Saltzman	Pen
Mike Felton	Bul
125 SRS.	
Tony Duni	Pen
Bob Brooks	Car
Steve Markel	Bul
100 JR	
Ron Stephenson	Ric
Dean Potts	DKW
Ric Roberts	Hod
100 INT.	
John Atwood	Hod
Ricky Rogers	Ric
John Skifstrom	-
250 JR.	
Fred Phillips	Hus
Eric Stremmer	CZ
Eddie Sanchez	Hus
250 INT.	
Larry McCarty	Bul
Dirk Wambold	CZ
No. 53	—
250 SR.	
Jim Wilson	CZ
Bruce McDougal	Yam
Morris Malone	AJS
500 JRS.	
Bob Dunsire	Hus
Jack Habel	Mai
No. 114	—
500 INT.	
Sherman Andrews	Hus
Jim Henry	Mai
Bill Shonnard	Hus
500 SRS.	
Jim Wilson	CZ
Rick Thorwaldson	Suz
Ron Bunn	CZ

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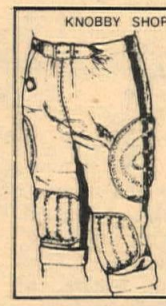
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MICK ANDREWS TRIAL
Pacific Northwest Trials Assn.
Nov. 28, 1971

EXPERT	Pts.
Danny Smith	62
Lane Levitt	71
Joe Guglimelli	91
AM. 250	
Sam Shaffner	104
Scott Campbell	113
James Beaston	118
AM. 125	
Ed Chesnut	132
250 NOVICE	
Michael Meier	23
Cal Krefft	24
John Hinchliff	24
125 NOVICE	
Floyd Cloward	22
Ed Bloom	23
Rick Howarth	27

TT SCRAMBLES
Elsinore Raceway
Elsinore, Cal.
Jan. 2, 1972
By Ed Drechsler

50cc NOV/AM/EX.	
D. Nicol	Suz
E. Lawson	Suz
J. Monohan	Suz
100cc NOV.	
B. King	Yam
J. Courll	Yam
R. Whisner	Kaw
100cc AM.	
J. Coleman	Kaw
D. Edge	Kaw
V. Henslen	Mop
100cc EX.	
T. Fisher	Kaw
R. Morrison	Kaw
B. Sanders	Kaw
125cc NOV.	
E. Grigsby	Yam
J. Maccourll	Hon
R. Hailey	Bul
125cc AM.	
G. Ferguson	Mop
G. Mitchell	Yam
R. Dobbins	Yam
125 EX.	
B. Sanders	Kaw
M. Myers	Yam
B. Hill	Yam
175 NOV/AM/EX.	
L. Quintard	Yam
B. Lynch	Bul
J. Blunt	Oss
200 AM/EX.	
C. Soderstrom	Bul
F. Baldozier	Bul
S. Ludwig	Bul
POWDER PUFF	
P. Bales	Mon
D. Jones	Kaw
R. Blyth	Suz
250 NOV.	
D. Briggs	Kaw
C. Johnson	Bul
G. Gilmore	Bul
250 AM.	
R. Hutchins	Bul
D. Lewis	Bul
T. Stanford	Bul
250 EX.	
M. Myers	Yam
C. Gann	Bul
D. Frauenberger	Bul
500-OPEN NOV.	
D. Briggs	Mop
L. Bochkay	Yam
W. Lacount	Bul

MOTOCROSS
Yuba-Sutter M.C.
Marysville, Calif.
Dec. 26, 1971
By David L. McElyea

MINI BIKE	
Rich Hobbs	Suz
David Graham	Yam
Rodney Greener	Suz
100 NOV.	
Richard See	DKW
Frank Escobar	Yam
Jeff Dumm	Hod
125 NOV. DIV. 1	
Jim Moe	DKW
Mike R. Hart	DKW
John Engen	Pen
125 NOV. DIV. 2	
Rich Golde	Pen
Kim Proctor	Yam
Joe Allen	Bul
125 AM.	
Sam White	Kaw
Charlie Marshall	DKW
125 EX.	
Carl Cranke	DKW
Lonnie Foreman	Car
200 NOV.	
Gary Vogel	Oss
Ken Mallory	—
250 NOV. 1st DIV.	
John De Vollenwrider	Oss
Doug McCaleb	Ric
Patrick McKewwa	Mai
250 NOV. 2nd DIV.	
Charlie Vollenweider	Hus
Randy Richardson	Hus
Scott Griffin	CZ
250 AM.	
Scott Pepper	CZ
Paul Orlandi	CZ
Keith Germain	Hus
250 EX.	
Carl Crank	CZ
Allen Yarrow	Oss
OPEN NOV.	
Bob Harvey	Hus
Claude Richmond	Hus
Jan M. Johnson	Hus
OPEN AM.	
Gary Fontaine	Ric
Bill Shaffer	CZ
OPEN EX.	
Jay Stradley	Hus
Larry Mulock	Suz

HARE AND HOUND
Imperial Valley M.C.
Dec. 12, 1971

1. Bill Silverthorn	Hus	1st Op Ex.
2. Mike Harper	Bul	1st 250 Ex.
3. Bill Reams	Suz	2nd Op Ex.
4. Gay Broadway	Hus	2nd 250 Ex
5. Mickey Quade	Hus	3rd Op Ex
6. Steve Stallings	CZ	4th Op Ex
7. John Vissat	Hus	1st Op Nov
8. Cecil Oswald	Hus	5th Op Ex
9. Jim Sartain	Hus	6th Op Ex
10. Armond Caprio	Mon	3rd 250 Ex
11. Randy Hodges	Hus	7th Op Ex
12. Adam Padilla	CZ	8th Op Ex
13. Pat Waters	Yam	1st 250 Nov.
14. Terry Brown	Hus	9th Op Ex
15. Troy Stallings	Hus	4th 250 Ex
16. H. L. Gunn	Hus	10th Op Ex
17. Floyd Roach	Hus	11th Op Ex
18. Robert Eugenio	Hus	2nd Op Nov
19. Jeff Willis	CZ	5th 250 Ex
20. Ken Gora	Hus	2nd 250 Nov
21. Jim Ashley	Hus	3rd 250 Nov.
22. Eddie Foland	Pen	1st 125 Ex
23. James Jasper	DKW	2nd 125 Ex
24. Fred Kuhn	Hon	1st 125 Nov
25. Budd Willis	CZ	12th Op Ex
26. Mono Fox	Hus	13th Op Ex
27. Don Anderson	Yam	6th 250 Ex
28. Rick Bowles	Kaw	4th 250 Nov
29. John Hollenbeck	Mai	3rd Op Nov
30. Mike Fisher	Yam	2nd 125 Nov
31. Ted Jensen	Hus	4th Op Nov
32. Bill Monk	Hus	5th Op Nov
33. Bob White	Hus	7th 250 Ex
34. Alan Heck	Hus	5th 250 Nov
35. George Batchelder	Mon	6th Op Nov
36. Mike Layne	Yam	3rd 125 Nov
37. Tucker Hendrix	Yam	4th 125 Nov
38. Fred Essig	Hus	7th Op Nov
39. Bill Ford	Bul	6th 250 Nov
40. Robert Knight	DKW	5th 125 Nov
41. Bill McNees	Husk	7th 250 Nov
42. Richard Bennett	Oss	8th 250 Ex
43. Mike Wilson	Hon	6th 125 Nov
44. Howard Henderson	Pen	3rd 125 Ex
45. Giovanni Bertussi	Suz	8th Op Nov
46. Chuck Vesco	DKW	4th 125 Ex
47. Bob Niles	CZ	9th 250 Ex
48. J. D. Walker	Hus	8th 250 Nov
49. Charles Cruz	Yam	1st 175 Nov
50. Americo Fusi	Yam	9th 250 Nov.

CMC MOTOCROSS
Carlsbad, Cal.
January 7, 1972
By Eric Raits

500 EX.	
T. Hart	Mai
G. Harris	Hus
M. Nohr	Mai
500 INT.	
S. Brown	Mai
K. Markley	CZ
J. Scott	Mai
500 JR DIV' I	
B. Breker	Hus
J. Van Dellen	Mai
K. Govers	Suz
500 JR DIV. II	
T. Trachy	CZ
J. Mercier	Mai
B. Geltch	Mai
250 EX.	
M. Tripes	CZ
T. Hart	Mai
E. Cole	Bul
250 INT. DIV. I	
T. Kuykendall	CZ
D. Ortega	Mai
B. Gray	Bul
250 INT. DIV. II	
R. Pinnick	CZ
W. Boyer	CZ
D. Clark	Oss
250 JR. DIV. I	
M. Maruniak	CZ
B. Parkinson	Bul
N. Prario	Oss
250 JR DIV. II	
R. Jones	Bul
C. Williams	Bul
P. Santorelli	Mai
250 JR. DIV. III	
T. Trachy	CZ
H. Jones	Hus
D. Lester	Oss
125 EX.	
C. Bower	Pen
J. Beauchamp	DKW
T. Croft	Pen
125 INT.	
J. Weber	Bul
M. Smith	Pen
G. Blazek	Bul
125 JR' DIV. I	
R. Ruckman	Pen
M. Montgomery	Yam
R. Wood	DKW
125 JR. DIV. II	
T. Breker	Yam
D. D'Amico	Yam
J. Keck	DKW
125 JR. DIV' III	
T. Lamar	Bul
S. Thomas	CZ
S. Cram	Puc
125 JR. DIV. IV	
G. Poole	Bul
M. Rawley	Bul
D. Anderson	—
100 JR. DIV. I	
G. Boozell	Hod
J. Mather	DKW
J. Felton	Yam
100 JR. DIV. II	
J. Brust	Hod
S. Ferko	Hon
D. Gunn	Hod

CMC MOTOCROSS
Saddleback Park
Irvine, Calif.
Jan. 2, 1971
By Eric Raits

100 JR.	
S. Ferko	Hon
T. Jester	Hon
D. Burgess	Bul
125 EX.	
J. Beauchamp	DKW
M. Roth	Pen
A. Newsom	Bul
125 INT.	
R. DiDonato	Pen
G. Blazek	Bul
B. Henderson	Yam
125 JR.	
K. Freeman	Bul
M. Mahan	Yam
R. Jax	Bul
250 EX.	
G. Mosier	Mai
G. Parker	Hus
T. Shumate	CZ
250 INT.	
T. Schafrer	CZ
R. Fagan	Mai
L. Griggs	CZ
250 JR. DIV. I	
J. Phillips	Hus
P. Santorelli	Mai
J. Miley	Mai
250 JR. DIV. II	
D. Delahant	Bul
R. Coryer	Hus
P. McGill	Mon
500 EX.	
D. Smith	Mai
M. Nohr	Mai
M. Anderson	Hus
500 INT.	
G. Keyes	Mai
K. Markley	CZ
J. Henry	Mai
500 JR. DIV. I	
C. Collins	CZ
R. Leavell	Hus
M. Phillips	Hus
500 JR. DIV. II	
D. Schaffer	CZ
D. Reed	Bul
G. Burroughs	CZ

HARE SCRAMBLES
Redmond, Oregon
Dec. 12, 1971

100	
Joe O'Halloran	Hod
Bob Morris	Hod
125	
Randy Limbeck	Bul
Steve Stotesberry	Hon
Jim Harris	Suz
250	
Steve Sundseth	Mai
Craig Davis	Yam
Mike Hoosted	AJS
OPEN	
Mike Ahalt	Hus
Tracy Lantz	CZ

MOTOCROSS
Redwood Acres
Eureka, Calif.
Dec. 19, 1971
By Sue Bailey

100 NOV. DIV. I	
Larry Fryar	
Jeff Hutton	
Don Swanson	
100 NOV. DIV. II	
Joe Tomich	
Elba Long	
Don Swanson	
125 NOV. DIV. I	
Jim Moffat	
Darell Whitaker	
Elaine Miller	
125 NOV. DIV. II	
Barry Anderson	
John Maas	
Steve Boyl	
125 AM.	
Jim Johnson	
Dennis Axelson	
250 NOV. DIV. I	
Gary Emerson	
Bob Bell	
Chuck Nellist	
250 NOV. DIV. II	
Gerry Gray	
Patrick McKenna	
Robert Metthews	
250 NOV. DIV. III	
Bob Freemantle	
Kevin Reynold	
Dave Jackson	
250 AM/EX.	
Ray Crivello	
Roger Robison	
Lonnie Foster	
OPEN NOV.	
Richard Pawlus	
Robert Calvert	
Richard Miller	
OPEN AM/EX.	
Jay Stradley	
Pat Richter	
DIRTY OLD MAN	
Richard Maxwell	
Tom Dilling	
John Morrison	
MINIS	
SMALL WHEEL	
Kenny Rocha	
Andy Gray	
MINIS	
BIG WHEEL	
Lance Burgess	
Richard Howard	
Danny Dugan	
THREE-WHEELERS	
Joe Tomich	
Red Thompson	
Ben Cringle	

MOTOCROSS
Dirt Diggers North
Larry Batistoni Benefit
Plymouth, Calif.
By Bruce Young

100cc NOV.	
Doug Knight	Bul
Jeff Dumm	Hod
Mark Hart	Hod
125cc NOV. DIV' I	
Brian Jodry	Yam
Mike Hart	DKW
Jim Thomas	Bul
125cc NOV. DIV. II	
Guy Markum	Yam
Jim Moe	DKW
Mark Gibson	Yam
125cc AM.	
Keith Wiggons	Pen
Jeff Sutton	DKW
Gary Ceo	DKW
125 EX.	
Carl Cranke	DKW
DOug Nelson	Ric
Mike McGowan	Bul
250 NOV' DIV. I	
John Conney	Yam
Ed Willems	CZ
Rick Kotz	Hus
250 DIV. II NOV.	
Bob Willis	AJS
Rich Davis	Hus
Frank Joyner	Hus
250 AM.	
Ron Self	AJS
Jim Turner	Ric
Ben Sanchez	Hus
250 EX.	
Carl Cranke	CZ
Ron Stockman	CZ
Chris Carter	Yam
OPEN NOV. DIV. I	
Ken Rikabaugh	Hus
William Birge	Hus
Robert Harvey	Hus
OPEN NOV' DIV. II	
Jim Briggs	BSA
Dallas Cook	Hus
Alan Gaunt	Hus
OPEN AM.	
Eric Nelson	Mai
Buz Presser	CZ
Eric Peterson	Hus
OPEN EXPERT	
Bob Bowers	Hus
Don Stover	Hus
David Scott	Suz

ROUGH SCRAMBLES
TTM.C.
Jan. 9, 1972
395 Cycle Park
Adelanto, Calif.

100 NOVICE	
Brian King	Yam
Rick Whisner	Kaw
Brad T. Lynch	—
100 A/X	
Rob Morrison	Kaw
Ricky Milner	Kaw
Chuck Fruchey	Kaw
125 NOVICE	
Rex Hailey	Bul
Ronny Roderick	Yam
Mark Lassica	Yam
125 A/X	
Scott Smith	Yam
John Rice	Puc
Bob Hosford	Yam
175-200 NOV.	
Russell Shull	NBL
Mike Kelsey	Bul
Jerry Hose	Yam
175 200 X	
Charles Soderstrom	Bul
Lloyd Quintard	NBL
Stan Ludwig	Bul
250 NOV.	
Brian King	Hus
Robert Walker	Bul
Jeff Cesmat	Bul
250 A	
Rick Hutchins	Bul
Rick Kouns	Bul
Vic Hensley	Oss
250 X	
Bob Hosford	Yam
Mike Myers	Yam
Jamey Blunt	Oss
OPEN NOV.	
Earl Parker	Yam
Edward Carlson	Yam
John Wilhoit	Tri
OPEN X	
Jeff Sexton	Mai
Vic Hannan	CZ
Richard Marquis	Tri

MOTOCROSS
Bay Mare Park
Moorpoark, Calif.
Jan. 2, 1972

100 JR.	
Steve Rawson	Suz
David Wilson	DKW
Gary Yates	Hod
Mark Coliechio	Yam
125 JRS.	
James Brackett	—
Tim Curtis	Pen
Tony Hunt	Yam
John Clark	Yam
250 JRS.	
Wes Goebel	Kaw
David English	CZ
Steve Dirht	CZ
Rusty Spencer	Yam
OPEN JR.	
Joe Erwin	Mai
Steve Rawson	Suz
Bill Kelly	Hus
Robert Harvey	Hus
125 SR.	
Tom Grant	Yam
Danny Wade	DKW
250 SR.	
David Pesky	Oss
Mark Cook	Bul
Darrell Allen	Mai
OPEN SR.	
Bill McCoy	—
Louie Lema	CZ
Smoke Bomb Guetz	Hus

USRC MOTOCROSS
El Toro Speedway
El Toro, Calif.
Jan. 7, 1972
By Lowell Stolze

SCHOOLBOY	
Mark Weaver	Yam
Ted Pfutzenreuder	Yam
100 JUNIOR	
Mike Lantry	H-D
K. Michele	Yam
Mark Lantry	H-D
125 INT/EX.	
Chuck Bowers	Pen
Tom Rapp	Bul
Bruce McDougal	Yam
125 JR.-DIV 1	
Zach Linberg	Pen
Bob Maxwell	Bul
Norm Bigelow	Bul
125 JR.-DIV. 2	
D. Smith	Yam
Eddie Coulter	Yam
Mike Stem	Yam
250 INT/EX.	
Werner Schutz	Mai
Bruce McDougal	Yam
Morris Malone	AJS
250 JR.-DIV. 1	
John Sawazhki	Mai
Rich Smith	AJS
Richard Duncan	Mai
250 JR.-DIV' 2	
Robert Crecelius	Gre
R. Amyalne	Hus
Danny Shephard	—
500 INT/EX.	
Werner Schutz	Mai
Dave Boystun	AJS
Glen Lund	Hus
500 JR.	
Rob Erwin	Hus
Scott Kaffer	Hus
Ray Badham	Hus

MOTOCROSS
Orick, Calif.
Dec. 12, 1971
By Sue Bailey

100 NOVICE	
Elba Long	
Joe Tomich	
Larry Fryar	
125 NOVICE	
Steve Boyl	
Danny Bradbury	
Ray Dugan	
125 AMATEUR	
Pat Richter	
250 NOV. DIV. I	
Barry Anderson	
William Johnson	
Roger Bradley	
250 NOV. DIV. II	
Bob Freemantle	
Bill Christenson	
Don Price	
250 AM/EX.	
Lonnie Foster	
Brian Lee	
OPEN NOV/AM/EX.	
Robert Calvert (N)	
Brent Hogan (N)	
Jat Stradley (Ex)	
DIRTY OLD MAN	
Brent Hogan	

TT SCRAmbles
elsinore Raceway
Elsinore, Calif.
Jan. 1, 1972
By Robert DeGasser

MINI	
D. Nicol	Ste
R. Massey	Hon
P.P.	
P. Bales	Car
T. Tanner	Yam
100 Novice	
m. Fawler	Kaw
K. Dayle	Suz
S. Nicol	Suz
M. Upton	Kaw
125 NOV.	
J. Hrynkiewicz	Bul
D. Reese	Yam
J. Bishop	Suz
R. Valentine	Yam
L. Mann	Hon
200 NOVICE	
C. Reeves	Bul
A. Dryer	Bul
250 NOVICE	
P. Williams	CSA
J. Porter	Yam
T. Norerino	Yam
E. Farrand	Bul
SPEC. NOV.	
K. Evans	Hon
M. Beck	Oss
100 AM/EX.	
A. Pettit	Yam
P. Campbell	Suz
125 AM.	
G. Fergurson	Yam
R. Sexton	Yam
125 EX.	
L. Bird	Yam
B. Hill	Yam
250 AM.	
S. Hein	—
J. Lowler	Bul
250 EX.	
S. Sivhdge	Yam
C. Grizzle	Bul
500 OPEN	
E. Stepphen	Mai
V. Hannan	—
SPEC. EX.	
C. Grizzle	Bul
V. Hannan	CZ
L. Bird	Yam

TT AND SHORT TRACK
El Toro, Calif.
Jan. 9, 1972
By Buzz Baty

100 JR. TT	
Alva Pettit	Yam
Doug Perrault	Bul
G. Coszlow	Bul
125 JR. TT	
R. Crecelius	Yam
V. Maxwell	Bul
L. Black	Yam
250 JR. TT	
M. Clarke	Bul
S. McKinley	Bul
C. Johnson	Bul
OPEN JR. TT	
R. Crecelius	Kaw
B. Wright	H-D
M. Smith	Bul
100 JR. ST	
Alva Pettit	Yam
R. Sawer	Kaw
M. Marlin	Kaw
125 JR. ST	
D. Muirhead	Yam
R. Waite	Suz
M. Reichert	Yam
250 JR. ST	
S. McKinley	Bul
B. Wright	H-D
W. Rudy	Bul
OPEN JR. ST	
R. Crecelius	Kaw
B. Wright	H-D
J. Isaacs	Nor
100 SR. TT	
T. Doty	Hon
D. Briggs	Kaw
125 SR. TT	
T. Doty	Hon
R. Gann	Yam
J. Hendry	Yam
250 SR. TT	
D. Briggs	Kaw
D. Davis	Bul
S. Hyder	Bul
OPEN SR. TT	
D. Briggs	Kaw
J. Caliccho	Bul
T. Vardeman	Tri
100 SR. ST	
T. Doty	Hon
D. Briggs	Kaw
125 SR. ST	
T. Doty	Hon
J. Hendry	Yam
C. Clatyon	Bul
250 SR. ST	
D. Davis	Bul
S. Hyder	Bul
D. Briggs	Kaw
OPEN SR. ST	
D. Briggs	Kaw
B. Goff	H-D
J. Caliccho	Bul

MOTOCROSS
Motorcycle Riders Assn.
Medford, Ore.
Dec. 12, 1971
By Mike Starr

KIDS	
Terry Holmgren	Bul
Ron Papst	Bul
Kevin Coffman	Hod
125 JR.	
Todd Pruett	Suz
Terry Prince	Pen
Larry Hackworth	Pen
125 SR.	
Tom Robinson	DKW
Don Ganong	Yam
Dan Nelson	Puc
200	
Mike Decker	Suz
John Lawton	Oss
Benny Bronson	Suz
250 JR.	
Terry Carlton	CZ
Al Brenton	Mai
Martin Sherman	Hus
250 SR.	
John Schwendener	Mai
OPEN JR.	
Jerry Woods	Mac
Ron Martin	BSA
Joe Roop	AJS
OPEN SR.	
Ted LaFon	Hus
Reg Ayres	Hus
MONEY RACE	
Bob LaFontaine	Mai
Ted LaFon	Hus
Reg Ayres	Hus

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Advertising that works

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825 S. Victory Blvd. · Burbank, CA. 91502 · (213) 845-8848

AJs Baja Record Holder !

(Continued from page 2)

MX, Valley. Cycleland Speedway, 14 mi S of Chico, Ca, on Hwy 99E. Box 647, Chico, CA 95926.

HARE & HOUND, San Bernardino Valley. Limed from Adelanto, Ca. D-37 pts. $.25 entry. 10 am. Trail nov all the way. 20% brass. 714/823-1338.

MX, Fremont. Florence, Colo. SRAC sanctioned.

MRA EUROPEAN SCRAMBLES/TEAM RACE, Laguna Seca Cycle Ranch, Monterey, Ca. $10 mail, $15 post. 2 man/2 bike team. Cash to Srs. $2 watch. Box 1786, Los Gatos, CA 95030. 408/292-6116. Silencers, camping.

FRIDAY, FEBRUARY 4

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions Drag Strip, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, 7:30 start. $5 entry.

SUNDAY, FEBRUARY 6

MX, Pathfinders. Dunlap Cycle Park, 35 mi E of Fresno, Ca., on Hwy 180, then turn right on Dunlap Rd. for 4 mi. Prac. 8:30, race 10. $5. 209/255-0582.

ICE RACING, Harry's Roamers. Rainbow Falls Park, between Woodland Park & Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

MX, Valley Dirt Riders. Berthoud, Colo. SRAC sanctioned.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs: $5 mail, (2/1), $10 post. Srs; $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad, Ca. $5 mail (2/4), $10 post. Cash to Srs. Prac 8 am, race 9. 926 W 7th St., Upland, CA 91786. 714&982-7370. Bultaco Series.

ENDURO, Prospectors. Limed from Harvard offramp E of Barstow, Ca, on Hwy 15. $5 mail, $7 post. Teams add $1 per rider. 2 SASE to Earl Wilson, 1547 W 219th St, Torrance, CA 90501. 213/328-5241. Drawing 1/25.

MX, Carnegie Cycle Park, Livermore, Ca. Sign 7 am, race 11. $3. Rain or shine. 415/634-4381.

ACE ALL-JUNIOR MOTOCROSS, Indian Dunes, Valencia, Ca. $5 mail, $8 post. Box 174, Newhall, CA 91321. 805/259-8007.

HARE & HOUND, Desert Challengers. Limed from Indio, Ca, on I-10, take Chiraco turnoff, right to S side of Fwy. Silencers. $5 mail, $7 post. Box 437, Rancho Mirage, CA 92270. Note: There will be a special reunion for riders who competed in the '50's. 714/346-9820. LoDRA Pts.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

FRIDAY, FEBRUARY 11

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca, San Diego Frwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

SATURDAY, FEBRUARY 12

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State championship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

DAM 500, NORRA. Parker, Arizona. 2-250-mi loops. $275 per vehicle. NORRA, 1616 Victory Blvd., Suite 200, Glendale, CA 91201. 213/245-1033.

SUNDAY, FEBRUARY 13

ACE MX, Indian Dunes, Valencia, Ca. $500 purse. All classes, inc PP & Old Timers. Jrs $5 mail, $8 post. Srs $10 mail/post. Box 174, Newhall, CA 91321. 805/259-8007.

MX, Riverside. Elsinore Rcwy. All classes inc beginners. 30% brass. Prac 8, race 9. $4, $1.50 gate. 714/688-1291.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

HARE & HOUND, Desert. Limed from Lucerne, Ca. 10 am. D-37 pts. $4.25 entry. 714/892-4817.

MX, BRRMC. Lafayette, Colo. SRAC sanctioned.

TT SCRAMBLES, Fremont. Florence, Colo. SRAC sanctioned.

MX, Boulder Ridgerunners. Coal Creek Rcwy near Lafayette, Colo.

ACA MX, Saddleback Park, Ca. $5 mail (2/11), $10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

GRAND PRIX, Soboba. 2nd Annual Indian GP. Limed from San Jacinto, Ca. 9 am. $10 mail, $15 post. Deadline 2/6. D-37 form & SASE to Box 163, San Jacinto, CA 92383. Ride where the Indians used to walk.

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/8), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

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6:30 SIGN-UP CLOSES
6-7 PRACTICE
7:30 FIRST JR. RACE
CMC Moto-Cross
Every Friday Night
CMC License Required

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AT
Jan. 16th — Saddleback
23rd — Rawhide Park
(Anniversary Series)
30th — Carlsbad
Feb. 6th — Saddleback
13th — Carlsbad
(Anniversary Series)
SILENCERS MANDATORY. $5 mail entry, $10 post entry for Juniors & Intermediates. $10 mail, $15 post, Expert, per class. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 6:30, practice 7:30, sign-up closes 8:30 — racing starts 9:00 am. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, Ca. 92626.

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SUPER BOWL SPECIAL
Saturday European Scrambles for Novice & Beginners Limed 7 miles north of Adelanto on Hwy 395
Finish Pins
20% Trophies
Special Classes
Over 35 years
Under 16 years
Girls
Schedule:
9 am — 251 — Open All
10:00 — 176-250 Novices
11:00 — 0-175 Novices
12:00 — Practice
12:30 — 176-250 Beginners
1:30 — 0-175 Bgnr. under 16
2:30 0-175 Bgnr. over 16
RACE ON SATURDAY
WATCH GAME SUNDAY
Info: (213) 370-8234 or (714) 735-4641

Soboba M.C. presents
100 MILE INDIAN GRAND PRIX
Sunday, Feb. 13th
ON THE HISTORIC RESERVATION
Mail Dist. 37 form, one legal size self-addressed envelope and $10 to: Soboba M.C., PO Box 163, San Jacinto, Ca. 92383.
For Info: (714) 925-2607

CALIFORNIA 400
Barstow, Calif. Jan. 29th & 30th, 1972
Sat. 29th - Bikes
Sun. 30th - Buggies
Classes: 0-250 - 251-Over
Masters $250.00 Purse: 50% of Entry plus Contingencies
Sportsman $25.00 50% Trophies plus Contingencies
For Information: Bob Dresslar (714) 247-7473, evening. P.O. Box 125, Apple Valley, Ca. 92307.

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Classes: 125 250 500
Novice, Amateur, Expert
Mail Entry opens January, 1972 — Limited Entries!
Entries Close March 15, 1972
For further information watch for Entry information, etc., in future issues...or write D.D.N.M.C., 1301 Sheffield Way, Roseville, Ca 95678 NOW!!!

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ENDURO FEB 20th at Calico Ghost Town
8:00 Start, two 35 mile fun loops laid out for the average novice to enjoy himself. A, B & C Classes, all bike sizes.
$7 mail entry with 2 self-addressed, stamped legal-size envelopes to:
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Mail entries close Feb. 12th — Post Entry $8.00
SPECIAL CLASSES: Over 35, under 16, Father-Son, Husband-Wife — Great campgrounds, showers, ghost fun for all — (Family can enjoy the town while you ride)
Info: (213) 370-8234 or (714) 735-4641
FINISH PINS & 20% TROPHIES

FRIDAY, FEBRUARY 18

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

SAT. & SUN., FEB. 19 & 20

EUROPEAN SCRAMBLES, Sand Sailors. Ponderosa, AVe J & 145th, E of Lancaster, Ca. All classes. Sign 8:30, race 10. $4.25. 805/942-9948.

SUNDAY, FEBRUARY 20

MOOSE RUN HARE SCRAMBLES, Four Aces. Limed off Hwy 14, Wagon Wheel Cafe, Fremont Valley, Ca. Everyone, all the way. $3.25. 10 am. D-37 pts. Pins. (They claim two loops of 42½ miles, so bring an odometer.)

SRA ENDURO. Calico Ghost Run. Calico Ghost Town, Ca. All classes. Pins, 20% brass. 8:01 start. $7 mail, Box 3882, Torrance, CA 90501. 213/370-8234; 714/735-4641.

INDOOR SHORT TRACK, Sonoma Co Frgnds Pavilion, Santa Rosa, Ca. $2.50 ride/watch. 1 pm. 707/762-8581.

MX, Sand Hills MC. Strasberg, Colo. SRAC sanctioned.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 ride, $1.50 watch. 713/482-7551.

CMC MX, Saddleback Park, Ca. Jrs $5 mail (2/15), $10 post. Srs $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad (Ca) Rcwy. $5 mail (2/18), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

MRA MX, Medford MX Park, Medford, Or. on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

ICE RACING, Dusters. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/633-9840, 473-3277.

SRA MX, Campbell Ranch, Dixon, Ca. Limed from milk farm on I-80. $3 ride. $2 watch. Silencers. Signup 8 am, race 10:30. 916/481-6560, 628-2809.

MONDAY, FEBRUARY 21

CMC MX, Carlsbad (Ca) Rcwy. Jrs $5 mail (2/16), $10 post. Srs $10 mial, $15 post. Box 1402, Costa Mesa, CA 92626.

FRIDAY, FEBRUARY 25

INDOOR SHORT TRACK, Cow Palace, San Francisco, Ca. 8 pm. $1200 purse. Adults $3, kids 75 cents.

CMC MX, Lions, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30, race 7:30. $5 post.

SATURDAY, FEBRUARY 26

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champeenship series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SUNDAY, FEBRUARY 27

CMC MX, Rawhide Park, Elsinore, Ca. Jrs: $5 mail (2/22), $10 post. Srs: $10 mail, $15 post. 9 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Saddleback Park, Ca. $5 mail (2/25), $10 post. Cash to Srs. Prac 8, race 9. 926 W 7th St, Upland, CA 91786. 714/982-7370.

TT SCRAMBLES, BRRMC. Lafayette, Colo. SRAC sanctioned.

MX, Fremont. Florence, Colo. SRAC sanctioned.

TT SCRAMBLES, Boulder Ridgerunners. Coal Creek Rcwy, near Lafayette, Colo.

SUNDAY, MARCH 5

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. Minis, PP, Old Timers. Silencers. 714/247-7473 eves.

ICE RACING, Harry's Roamers. Rainbow Falls Park between Woodland Park and Deckers, Colo. Sign 10 am, race noon. 303/233-6747, 455-4074.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 race, $1.50 watch. 713/482-7551.

SATURDAY, MARCH 11

INDOOR SHORT TRACK, Washoe Co Frgnds, Pavilion Bldg, Reno, Nev. State champ series. $2 ride, $2.50 watch. 8 pm. 702/323-6055.

SUNDAY, MARCH 12

CMC MX, Carlsbad (Ca) Rcwy. DKW series. Jrs: $5 mail (3/7), $10 post. Srs: $10 mial, $15 post. DKW series. 9 am. Box 1402, Costa Mesa, CA 92626.

SUNDAY, MARCH 19

MRA MX, Medford (Or) MX Park, on Kirtland Rd. Southern Oregon Championships. Sign 11, race noon. $2.50 entry, $2 pits, $1.50 adm.

MX, Cloverfield Race Track, Cloverfield Airport, Friendswood, Tex. Gate 8, race noon. $3 race, $1.50 watch. 713/482-7551.

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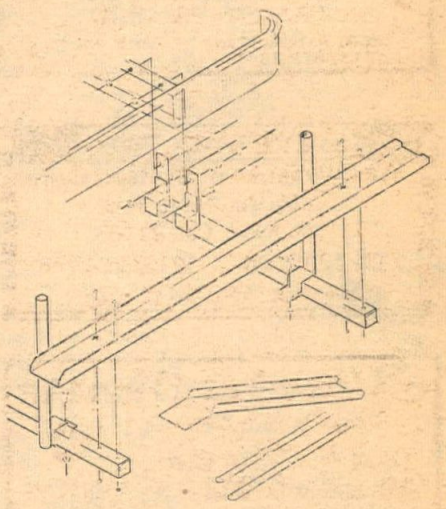

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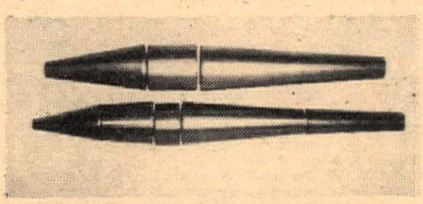

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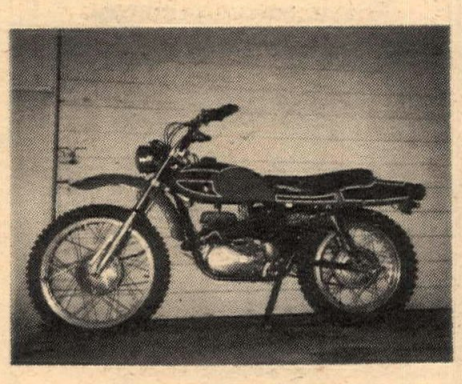

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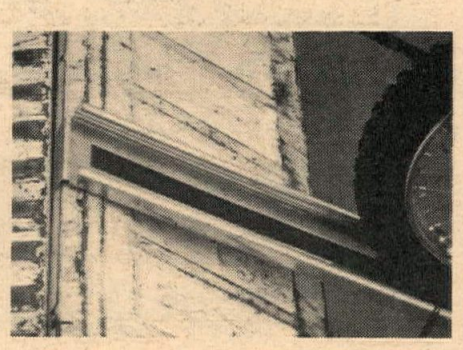

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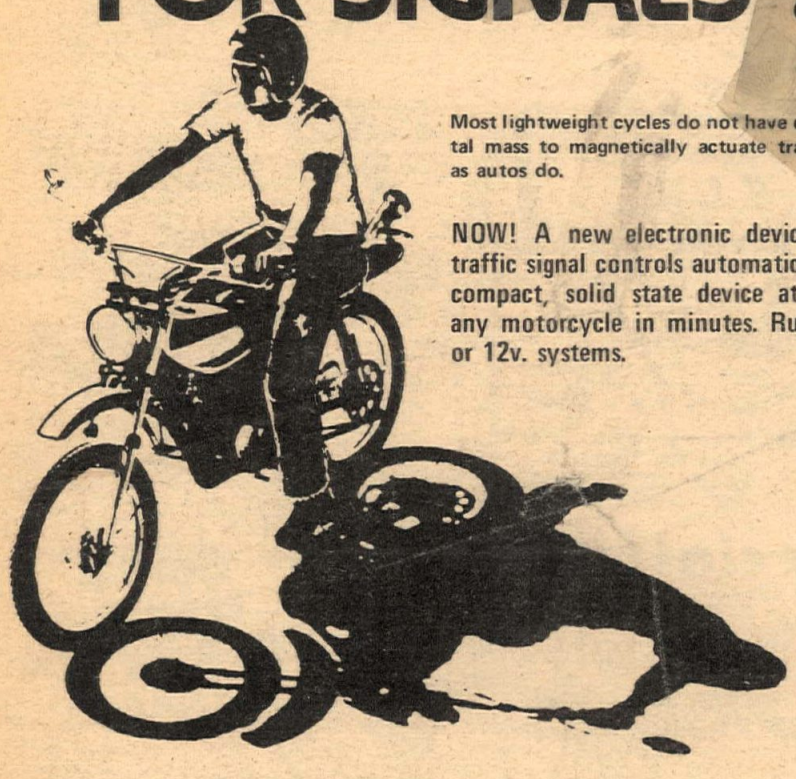

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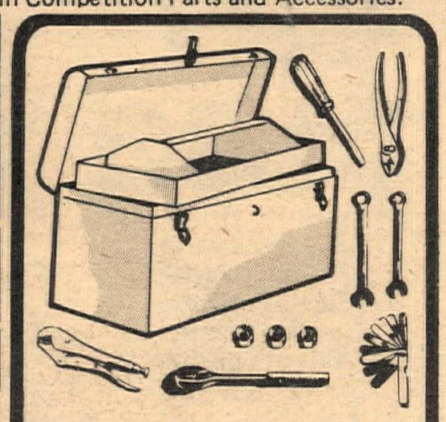

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